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No. 21609 號玖零百陸仟壹萬式第 日捌拾月玖年卯丁 HONG KONG, THURSDAY, OCTOBER 13th, 1927. 拜拜禮 日叁拾月拾年七廿百九仟壹英 PRICE: 3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.37	8.00	9.35	10.09	12.02	1.18	2.37	3.00	4.37	5.43
Yauwatt ...Dep.	6.45	—	—	—	10.16	11.09	1.21	—	4.44	5.50
Shatin ...Dep.	6.57	—	—	—	10.28	11.21	1.34	—	4.56	6.02
Taipei ...Dep.	7.11	—	—	—	10.42	11.34	1.47	—	5.09	6.15
Taipei Market ...Dep.	7.18	—	—	—	10.48	11.38	1.51	—	5.15	6.20
Fanning ...Dep.	7.27	—	—	—	10.58	11.48	2.01	—	5.25	6.29
Shuanghui ...Dep.	7.33	—	—	—	11.03	11.53	2.06	—	5.30	6.34
Shumshau ...Dep.	7.40	—	—	—	11.10	—	—	—	5.37	6.41
Canton ...Arr.	—	—	—	—	—	—	—	—	—	—

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	—	—	—	—	8.05	—	—	—	—	—
Shumshau ...Arr.	—	—	—	—	—	—	—	—	—	—
Shuanghui ...Dep.	7.14	8.01	10.11	10.46	11.09	11.40	3.00	4.17	4.45	5.52
Shuanghui ...Arr.	—	—	—	—	—	—	—	—	—	—
Fanning ...Dep.	7.26	8.12	10.22	10.57	11.47	12.07	3.07	4.24	4.52	5.59
Fanning ...Arr.	—	—	—	—	—	—	—	—	—	—
Taipei Market ...Dep.	7.38	8.24	10.34	11.09	12.02	12.22	3.22	4.39	5.06	6.13
Taipei Market ...Arr.	—	—	—	—	—	—	—	—	—	—
Taipei ...Dep.	7.40	8.27	10.43	11.06	12.07	12.27	3.27	4.44	5.10	6.16
Taipei ...Arr.	—	—	—	—	—	—	—	—	—	—
Shatin ...Dep.	7.53	8.40	10.56	11.21	12.20	12.40	3.40	4.57	5.23	6.29
Shatin ...Arr.	—	—	—	—	—	—	—	—	—	—
Yauwatt ...Dep.	8.07	8.53	11.03	11.28	12.32	12.51	3.51	5.08	5.34	6.41
Yauwatt ...Arr.	—	—	—	—	—	—	—	—	—	—
Kowloon ...Arr.	8.13	8.58	11.14	11.39	12.38	12.57	3.57	5.14	5.41	6.47

SHA TAU KOK BRANCH.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Fanning ...Dep.	7.45	8.15	10.15	10.45	11.15	11.45	12.15	12.45
Shatin ...Dep.	8.40	9.10	11.10	11.40	12.10	12.40	13.10	13.40
Shatin ...Arr.	—	—	—	—	—	—	—	—
Fanning ...Arr.	—	—	—	—	—	—	—	—

Further information may be obtained at the RAILWAY OFFICE, KOWLOON, or from Messrs. THOM, COOK & SON, LTD., HONG KONG, or from THE AMERICAN EXPRESS COMPANY, HONG KONG.
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WEEK END SAILINGS

HONG KONG TO MACAO: MACAO TO HONG KONG:
SATURDAY, 15TH OCTOBER (MACAO RACES)
9.00 A.M. "LUNGSHAN" 8.00 A.M. "SUI TAI"
3.00 P.M. "SUI TAI" 4.00 P.M. "LUNGSHAN"
SUNDAY, 16TH OCTOBER (MACAO RACES)
9.00 A.M. "TAISHAN" 5.00 P.M. "TAISHAN"

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MALAYAN FOREST FOLK.

THE "LANGUAGE" OF
APES.

SINGAPORE ZOOLOGISTS'
OBSERVATIONS.

In the Zoology section of the
British Association meeting, Mr. H.
N. Ridley, who was in charge of the
Singapore Botanic Gardens for 15
years and had established in them
a collection of local wild animals,
gave a fascinating account of some
of the observations he had made.
He had kept the large orang-utan
alive for many years, and found it
to be intelligent and docile when
young, but apt to be sullen and
dangerous as it approached matu-
rity. Another anthropoid ape, the
agile gibbon, was remarkable, like
all the gibbons, for its extremely
loud voice, which, however, could be
modulated until it could almost be
described as singing.

Mr. Ridley said: "They are
famous for their song at sunrise, and
the marvellous thing is that the
notes they utter run up and down
the scale perfectly. To hear them
sing in unison across a valley is
a weird experience."

Many of the smaller monkeys, he
continued, uttered a range of sounds
that seemed to convey states of
mind and to be a rudimentary kind
of language. There were warning
cries, as at the presence of snakes,
calls to the young, sociable chatter-
ing, sex calls, and fighting chal-
lenges.

Domestic Life Among Monkeys.

"The language of monkeys can
be very expressive indeed," said Mr.
Ridley. "They make a noise like
'krah,' which the natives say means
'I see a man,' but they make quite
a different cry to represent 'I see
a tiger,' and in the forest camps this
cry of warning wakens you like an
alarm clock. In a tropical zoo each
male monkey has a harem of seven
wives. If we put a female monkey
into a cage of mixed monkeys it is
the signal for an attack on her by
all members of her sex, just as the
males would be similarly hostile if
one of their sex were introduced.
But let the intruding male win the
battle and he becomes king automa-
tically. He has the pick of the
harems and is permitted to take first
choice of all food. The result is
that they over-eat, and I had two
king monkeys die from this cause.
When the king becomes old there is
a fierce fight with the younger
monkeys in which the king is usually
slain."

Tiger Diet.

Tigers, if they were to be kept
in good health, appeared to re-
quire meals of fresh blood from time
to time, probably because of the
salts contained in it. They would
eat stale carrion or return to a large
prey for many days after the kill,
but that did not satisfy all their
physiological requirements, and
hence from time to time they made
ferocious attacks on cattle or on
human beings.

The Tapir.

The Malay tapir when seen in a
museum or in a zoo, either in the
adult or the immature state, was a
very conspicuously coloured animal.
In nature, however, the colour-
pattern was an effective camou-
flage. The adult had a great sad-
dle-shaped block of whitish-grey
breaking up the dark colour of the
rest of the body. When the animals
lay on the dry bed of a stream, one
of their favourite haunts, the body
seemed to be nothing but a rounded
limestone boulder. The young were
vividly striped and, when they were
standing or crouching in a reed-bed,
they blended completely with the
background. Tapirs, like rhinoceros
and other large ungulates, lived
largely on the fallen fruits of
trees and on shoots and foliage, and
undoubtedly played an important
part in the dispersal of the seeds of
trees, as these passed through their
bodies not only unharmed, but with
the early stages of germination fa-
voured.

SHANGHAI CUSTOMS BELL.

SUCCESSFULLY HOISTED INTO
POSITION.

BIGGEST BELL OVER SIX
TONS.

SHANGHAI, October 8th.
Commencing at 2.30 p.m. yester-
day the five bells destined for the
Customs House tower were hoisted
into position before a large crowd
of spectators who had gathered for
the occasion on the Bund. The
bells weighing, respectively, six and
a quarter tons, nine cwt., 11 cwt.,
16 cwt., and one ton 15 cwt. were
brought to the spot from Holt's
Wharf shortly past 2 o'clock by a
G. E. Marden truck, a representa-
tive of which firm was there per-
sonally to supervise this branch of
the work.

After having waited to begin
hoisting under the supervision of
Messrs. Inniss & Riddle (China),
Ltd., until 2.33 in the hopes that
an expected motion picture camera
would arrive, the work was begun.
The big bell weighing six and a
quarter tons was first placed into
position on the truck, raised about
12 inches by the hoist and then
dropped again until the hoist screw
was unspan.

The hoisting took place on the
Hankow Road side and traffic was
suspended down this street. A
cordon of police in charge of Capt.
R. M. J. Martin formed to keep
spectators outside the radius of the
work in case a cable rope might
snap and the bell splash downwards.
Twelve minutes by count were re-
quired to raise the bell slowly up
to the dial where it was held half
way inside and half outside for a
considerable period while other
motive apparatus was attached to
draw it inward. The work was car-
ried out smoothly, without mishap,
and shortly after the installation of
the big bell two smaller ones, mark-
ed on their packing cases 4,500 lbs.
net (4,700 lbs. gross) and 2,450 net
(2,600 gross) each, were lifted aloft,
the other two following during the
afternoon.

The derrick used for this work,
which weighed seven and a half
tons, was the property of Sin
Jinkee, main building contractor,
and besides the bells a considerable
amount of apparatus, such as the
steel girders for holding each bell
in place went up.

To Chime Up In December.

The bells will be stationary, their
automatic action consisting of a
hammer which strikes from the out-
side, the latter being part of the
mechanism of the clockwork which
will be installed, it is thought, with-
in another fortnight after the tower
clock's arrival. The chimes will not
be heard until sometime in Decem-
ber as there remains a large amount
of work still to be done in connec-
tion with putting the bells into
working order.

GEISHAS AND FOREIGN
STYLE CAFES.

A TOKYO TURMOIL.

Tokyo, Oct. 4th.

Strong pressure is being brought
by the powerful Shimada and
other geisha guilds to close a large
proportion of Tokyo's 3,000 foreign
style cafes and beer halls.

Previous efforts along this same
line have not been successful, but
the geisha organizations, which
have been improving their already
strong political connections, are
said to be faced with a steadily
worsening situation.

According to the guild leaders,
the beer halls and cafes now em-
ploy a total of 5,000 waitresses, who
act as entertainers and keep male
patrons from frequenting the ex-
pensive geisha establishments which
must pay licenses. The competi-
tion is proving too strong for the
licensed dancers and songsters.—
Manila Times.

DIARY OF EVENTS.

To-day.
Edward the Confessor's Day.
Annual Sale of Work at French
Convent, Causeway Bay, opened
by Mrs. W. T. Southern, 10 a.m.
Women's Workers' Guild: Cor-
porate Communion in Lady Chapel
of Cathedral, followed by Com-
munion meeting in Cathedral Hall,
10 a.m.
Legislative Council meeting, 2.30
p.m.
Interport Bowls: Hong Kong v.
Shanghai, Craigengower C.C., 3
p.m.
Garrison Football League:—
R.E. and R. Signals v. R.A.O.C.,
3rd H. Battery, R.A., v. C.C.
Company and R.O.S.B. (both mat-
ches at Sookunpo, 4.30 p.m.).
Tea Dances: H.K. Hotel and
Hotel Savoy, 4.30 p.m., and Lane,
Crawford's Restaurant, 4.30—6.30
p.m.
Hong Kong Cricket Club annual
meeting, 5.30 p.m.
First of series of winter concerts
at Helena May Institute (Gilbert
and Sullivan), 5.30 p.m.
Steel and Coulson's Billiard
League: Garrison Sgts. Mess v.
R.A.; St. Patrick's Club v. D.R.C.;
Police v. Northants; Warders v.
R.O.S.B.; Revenue v. R.E. and R.
Sigs.
After dinner dance at Lee Gar-
dens.
St. Peter's Young Men's Club:
Community Singing, 8.30 p.m.
Ladies' Night, European
Y.M.C.A., Kowloon, 9 p.m.
Queen's Theatre: "The Song
and Dance Man."
World Theatre: "The Prairie
King."
Star Theatre: "The Air Mail."
Principal Mails:—Inward: Europe
via Suez (Macedonia), Outward:
Europe via Siberia (Macedonia), 5
p.m.

Friday.
Bowls: C.S.C.C. v. Shanghai.
St. Andrew's Society: "at home."
and sports meeting for Scottish
Troops, Happy Valley, 8 p.m.
Tea Dances: H.K. Hotel and
Hotel Savoy, 4.30 p.m., King
Edward Hotel, 5 p.m., and Lane,
Crawford's Restaurant, 4.30—6.30
p.m.
Hockey: Club "A" v. 5/2nd Pun-
jabis, (King's Park), 5.15 p.m.
Naval and Military Y.M.C.A.:—
"Cheer O": Community Singing,
6.30 p.m.
Scottish Concert at City Hall for
Service-men, 7.30 p.m.
Social gathering at St. Andrew's
Village grounds, Kowloon, 8 p.m.
Queen's Theatre: "The Song
and Dance Man."
World Theatre: "The Prairie
King."
Star Theatre: "The Air Mail."
Principal Mails:—Inward:
Europe via Siberia (Malta).

Saturday.
Golf: Bogey Pool, Fanning,
4th Extra Race Meeting, Macao.
Bowls: Kowloon B.G.C. v. Shai.
S.C.A.A. Cross Harbour Race:
Kowloon Dock to Quarry Bay, 2
p.m.
Cricket League:—Division I:
University v. I.R.C. Chinese
R.C. Craigengower C.C. Divi-
sion II: Police R.C. v. H.K.
Electric Co.; Recreation v. Civil Ser-
vice C.C.
Friendly Cricket: Kowloon C.C.
v. H.K.C.C.; H.K.C.C. 2nd XI v.
K.C.C.; Royal Navy v. University
2nd XI, Civil Service C.C. v.
Cameronians.
H.K. Football League:—Division
I: Queen's v. Club; Chinese Ath-
v. Police; Kowloon v. R.O.S.B.;
Recreation v. R.A.F.; Scots Guards v.
South China A.A. Division II:
"A" Recreation v. Kowloon; Club v.
South China "A"; R.O.S.B. v.
University; R.A. v. Chinese Ath-
v. South China "B"; St. Joseph's
v. South China "B"; St. Joseph's
v. Moslems; Kowloon v. Boy
Scouts; Kung Woo v. Chinese Ath-
v. Tea Dances: H.K. Hotel and
Hotel Savoy, 4.30 p.m., and Lane,
Crawford's Restaurant, 4.30—6.30
p.m.
Dinner Dances at King Edward
Hotel.
Interport Bowls Dinner, Hotel
Savoy, 8 p.m.
Queen's Theatre: "The Song
and Dance Man."
World Theatre: "The Prairie
King."
Star Theatre: "The Air Mail."
Principal Mails:—Outward:
Europe via Marseilles, etc. (Mal-
ta), 10.30 a.m.; Canada, America,
etc., and Europe via Victoria, B.C.
(Tyndareus), 10 a.m.

Sunday.
18th Sunday after Trinity.
Golf: Bogey Pool, Fanning,
4th Extra Race Meeting, Macao
(second day).
Bowls:—K.C.C. v. Shanghai.

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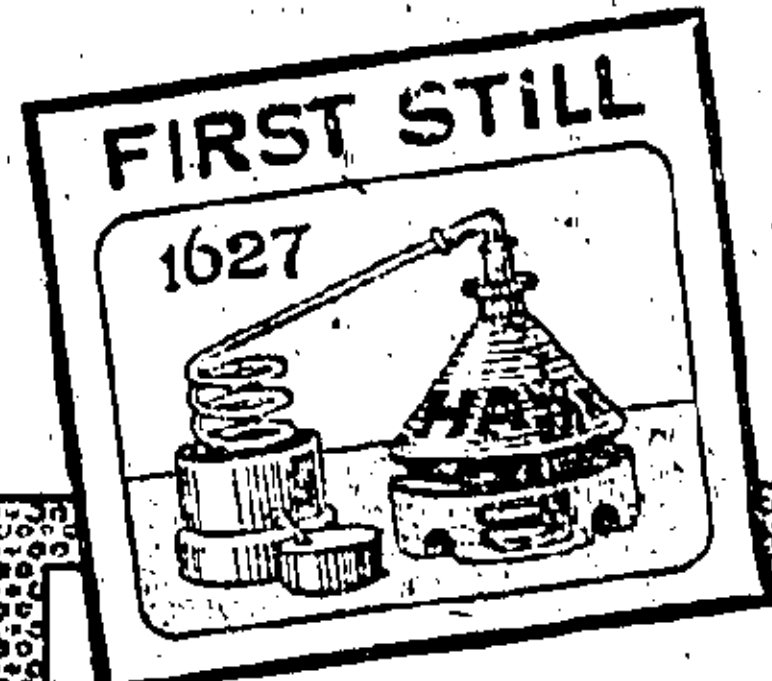
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THE FENGTIEN-SHANSI WAR.

NORTHERN CONFIDENCE.

ANKUOCHUN SPOKESMAN ON
CAUSE OF THE CONFLICT.

Northern papers to hand give further news of the Shansi-Fengtien campaign. According to a Tcho message from Peking dated October 7th.

The strength of the Shansi forces in the Kin-Han Railway region is estimated at a little more than 20,000 men, including some reserve forces. On the other hand, the strength of the Fengtien troops in that region will reach some 90,000 men upon completion of their concentration which is expected to-day or to-morrow. The 3rd and 4th Route Armies are to act as the main body of the Fengtien Armies in the Kin-Han Railway district.

It is understood that the Chihli-Shantung combined forces under the command of Generals Chang Tsung Chang and Chu Yu Pu will commence a forward movement as soon as the Fengtien forces take the offensive against the Shansi troops, in the Peking-Hankow Railway district.

Feng Concentrating At Chengchow.

With reference to the movement of General Feng Yu Hsiang's army, it is learned from a fairly reliable source that General Feng has dispatched two additional divisions of troops to Huich from Kaifeng, and that he is now concentrating a large body of men in Chengchow. Judging from this, it seems that General Feng Yu Hsiang intends to take action in co-operation with General Yen Hai Shan. On the other hand, General Chang Tsung Chang, is now making preparations in order to launch an offensive against General Feng's forces in conjunction with Generals Tang Seng Chi, Chin Yun Ao and Liu Chen Hua. The main body of the Chihli-Shantung combined army is being concentrated in the Lunghai Railway region.

It is reported that a representative of General Chin Yun Ao arrived at Tsinan from Heuchow the day before yesterday, and is now making arrangements with General Chang Tsung Chang about military operations against General Feng's forces.

THE ANKUOCHUN POSITION.

Why They Are Fighting Yen
Shi Shan.

Peking, October 7th.
The Ankuochun spokesman invited foreign correspondents here for an interview this morning "to discuss the Shansi war."

The spokesman lengthily described the past relations between Fengtien and Shansi.

Red Menace And Three Principles.

"General Yen Hai Shan, he continued, agreed last year to unite with Fengtien against the 'Red' menace but later negotiated with General Chiang Kai Shek and demanded that the Peking Government adopt Sun Yat Sen's Three Principles and the Soviet committee system of Government. Fengtien vainly tried to convince General Yen that this system had ruined trade and had brought disaster and disintegration to the South. General Yen, however, had refused to listen and had entered into an alliance with Marshal Feng Yu Hsiang; hence the war had been caused by General Yen's attempt to bolshevize North China.

"Artillery Much Superior."

"We are very confident," the spokesman declared. "We are better equipped and supplied and have had many years of war experience while they are inexperienced. We outnumber the Shansi forces considerably on the Northern front, and on the Shichichang front we outnumber them by four to one. Our artillery is much superior to theirs and we have our own arsenal at Mukden, while they must rely chiefly on Russian supplies which take weeks to come and, owing to the distance, cannot arrive in sufficient quantities for a war. Even their supplies of gasoline are very limited, and they must fight vigorously in an attempt to gain complete success within a few days; hence our policy is to remain on the offensive and to avoid decisive engagements, for then their supplies will be completely exhausted."

The Evacuation Of Kalgan.

"We voluntarily evacuated Kalgan and Shihchiuchang," the spokesman continued, "partly because this war came as a surprise and partly because we considered it wise to fight on ground of our own choosing. He quoted the case of Marshal Wu Pei Fu, who he said, was not defeated and crushed at Loyang but met defeat when he attempted to invade Manchuria. The present withdrawal, he declared, was likely to lead to the overthrow of General Yen Hai Shan in a similar manner. 'There is no danger in the south, where Marshal Sun Chuan (Continued on next Column.)'

THE RUSSO-ASIATIC BANK.

METHODS OF LIQUIDATION
CRITICIZED.HARBIN CREDITORS WELL
SATISFIED.

Chefoo, Sept. 27th

It is now a year since the Russo-Asiatic Bank went into liquidation, and creditors in North China are wondering in what manner the liquidators have been instructed to liquidate the bank's affairs. In every civilized country, the liquidators are compelled to observe all the points of the law governing enforced liquidation, but it seems to be the case that the liquidation of the affairs of the Russo-Asiatic Bank has been left to the whims and discretion of the liquidators, to the chagrin and inconvenience of certain creditors and to the delight of yet others.

A Remarkable Manner.

The liquidation has so far been carried out in a most remarkable manner. For instance, as one creditor complains, "each branch was liquidated separately as if the bank consisted of a number of different establishments. It is a single concern and it would appear only fair and proper that all its assets be pooled and not pay out to Shanghai or Harbin creditors more than to Hailar or Tientsin ones simply because Shanghai or Harbin had larger liquid credit balances."

But this is precisely what has been done. The moneys available in the bank were divided *pro rata* amongst the bank's creditors in that locality, irrespective of what was happening elsewhere. The liquidators are paid, it is said, at the rate of \$15 a day, and when one figures out the length of time the bank has been under this liquidation business, one realizes immediately the heavy nature of this item.

Chefoo Reimbursements.

In Chefoo, the creditors have so far received some 25 per cent. in reimbursements. The real estate at the bank's disposal is more than sufficient to take care of local creditors but so far no one has been told what the liquidators propose to do with it. On the other hand, in Tientsin, the creditors have not only received full reimbursement, according to latest reports, but the liquidators have had on their hands a very ample surplus. Now, if true, the question resolves itself into this: What are they going to do with this surplus? Will it be put at the disposal of creditors elsewhere? Undoubtedly, in a childish effort to simplify the liquidation, those concerned have merely complicated matters. It is all very well to get hold of the money available in the vault and have it distributed *pro rata* amongst creditors if this same money falls short of the total of claims or is just enough to take care of them, but Dairen for one and Shanghai for another are two clear instances of the impossibility of going one better on chartered accounts.

In the meantime, fortunate creditors, like the ones at Dairen are laughing up their sleeves over their good fortune, but the unfortunate ones, like those in Chefoo, are saying things which no editor would permit to appear in print.—N.C. Daily News.

EASY DIVORCE JUDGE.

HAWAIIAN OFFICIAL
RESIGNS.

WASHINGTON, Oct. 2nd.
Resignation of Circuit Judge Stephen L. Desha of Hawaii, which has been rumored for some time, was confirmed last night by the Department of Justice.

Justice Department authorities were non-committal on the whole matter and said that no successor to Judge Desha had been named. Judge Desha had been the subject of debate for some years because of his alleged "easiness" as a divorce judge. Opponents believed that he tended to be over-lenient in his granting of decrees, although supporters pointed out that with Honolulu's mixed population, a too strict interpretation of American law would not serve the situation. —Mentia Times.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

OCTOBER 12th, 1927.	
H.K. Bank	\$1,137; buy, 1,145 sel.
Do., London	2121 nom.
Chartered Bank	2204 nom.
Mercantile Bank, A. & B.	2213 nom.
Do.	2134 nom.
P. & O. Bank	2149 nom.
East Asia Bank	208 nom.
Canlon Insurance	2570 nom.
China Underwriters	133 nom.
North China Ins.	114 nom.
Union Insurance	2291 buy, 222 sel.
Yangtze Insurance	1134 buy.
China Fire Insurance	215 buy.
Hong Kong Fire Ins.	2090 nom.
Dongas	233 buy.
Steamboats	221 sel.
H.K. Tugs	22 sel.
Indo-China (Prel.)	230 nom.
Do. (Del.)	245 buy.
Shall Transports	260 nom.
Star Ferries	254 nom.
Waterbus	217 nom.
China Sincere	213 sel.
Malayan Sugars	230 sel.
Benguet	2155 nom.
Kailan Mining Ad.	231 sel.
Langkat (combined)	217 nom.
Do. (single)	218 nom.
Shai Explorations	218 nom.
Shanghai Loans	218 nom.
Bank	214 buy.
Tromoh Mines	219/2 nom.
Ural Caspian	213 nom.
H.K. & W. Wharves	21184 buy, 116 sel.
H.K. & W. Docks	235 nom.
Hongkew	214 buy.
New Engineering	214 buy.
Shanghai Docks	214 buy.
H.K. & S. Hotels	214 nom.
H.K. Lands	214 sel.
Shanghai Lands	2113 sel.
Hong Kong Realty	213 nom.
H.K. Territorials	214 sel.
Humphreys Estates	21240 sel.
Prince's Buildings	2110 buy.
Rural Lands	214 nom.
Two Cottons	214 nom.
Orizaba	214 nom.
Shanghai Cottons (old)	214 buy.
Do. (new)	214 buy.
China Buses	214 nom.
H.K. Tramways	214 buy.
Peak Trams (old)	214 sel.
Do. (new)	214 sel.
Singapore Tramways	214 nom.
Tan	214 nom.
Amusements	214 nom.
Canton Ice	214 nom.

(Continued on next Column.)

EXCHANGE.

CLOSING QUOTATIONS.

October 12th 1927.	
On London	111 1/2
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days' sight	111 1/2
Bank Bills, at 4 months' sight	111 1/2
Credits, at 4 months' sight	2/0
Documentary Bills, 4 months' sight	2/0
On Paris	120
Bank Bills, on demand	120
Credits, 4 months' sight	120
On New York	48
Bank Bills, on demand	48
Credits, at 60 days' sight	48
On Bombay	132
Telegraphic Transfer	132
Bank Bills, on demand	132
On Calcutta	132
Telegraphic Transfer	132
Bank Bills, on demand	132
On Shanghai	732
Bank Bills, at sight	732
Private, 30 days' sight	732
On Yokohama	1024
On Manila	884
On Singapore	1184
On Batavia	1184
On Hongkong	94
On Saigon	94
On Bangkok	94
On Rangoon	94
On Borneo	94
On Java	94
On Sumatra	94
On Celebes	94
On Moluccas	94
On Philippines	94
On Siam	94
On Indochina	94
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On Indochina	94
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On Borneo	94
On Java	94
On Sumatra	94
On Celebes	94

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HARBOUR PIRACY LAST NIGHT.

\$24,000 WORTH OF GOLD
BULLION STOLEN.

LOCAL LAUNCH BEACHED
AT NORTH POINT.

THREE MEN HOLD UP
COMPANY OF 14.

Last night a piracy was carried out with the utmost ease, simplicity and daring in the centre of the harbour itself.

It was while waiting for the arrival of the pirated vessel from Wuchow (referred to in another column) that a *Daily Press* representative heard the news of a similar outrage so close at hand.

A local steam launch, carrying a crew of fully a dozen, was actually "held up" by three men on board early in the evening, taken right through the centre of the harbour and ultimately beached at North Point, at which place the three men decamped, taking with them gold bullion valued at \$24,000, and personal effects belonging to members of the crew and others, the value of which is not yet known.

Few details, beyond a meagre outline of the affair, were obtainable last night, and a more detailed account of the outrage will not be available until this morning, by which time police will probably have completed their investigations.

Details Of The Outrage.

It appears that the steam launch *Wu Fat Hing*, owned by the Wo Fat Hing Company, of 31, Wing Lok Street, Hong Kong, left a wharf near the Harbour Office last evening, at 6.45, with a consignment of two small boxes containing gold bullion bars to the value of \$24,000. The bullion was being sent by the Wo Fat Hing Company to the s.s. *Prominent*, a Norwegian vessel, which was to convey it to Saigon.

On board the launch, when she left the Praya to make her way to the *Prominent*, was a company of over 14, including the crew, a Chinese passenger of the *Prominent*, and the compradore of that vessel, who were taking advantage of the launch going to the ship.

The *Prominent* was lying at buoy C30, which is at West Point, but within a very short time of the launch leaving the Praya, it was found that matters were not so comfortable as they might be. The company on board were suddenly astonished to find themselves held up by two men who appear to have been taken on as temporary, or substitute, members of the crew, and who were assisted by a stranger to the crew. The three men shared two automatic pistols, the stranger having one, and one of the temporary crew the other. Without more ado, the men hurried all the crew into the cabin of the little vessel, tying them up and shutting the door on them.

The Launch Beached.
Meanwhile, the *Wu Fat Hing's* course was altered, and she was taken towards North Point. On arriving at a spot opposite the Ming Yuen Gardens, her captors promptly beached her with considerable force, holding her, it is understood, in doing so.

No sooner had she grounded than the three miscreants promptly got ashore with the boxes of bullion and decamped. They did not go how, ever, before they had made a thorough job. Not content with \$24,000 haul, they searched all the company on board and took from each his personal effects—money, clothing, jewellery, watches, etc.

Finding the launch had been beached, and probably fearing for their own safety, those left behind succeeded in getting the door open and in releasing themselves from their bonds. They then made their way to the Quarry Bay Police Station, where a report was made to the Police.

Police Search Parties.

With much promptitude a general alarm was circulated to all stations, and almost immediately search parties were out in the Shaikwan, Quarry Bay, Bay View and No. 2 districts. A strict watch was kept at all wharves during the

(Continued on next Column.)

ANOTHER WEST RIVER PIRACY.

S.S. "SHING ON" CAPTURED
AND LOOTED.

OVER 60 PERSONS
KIDNAPPED.

News of another daring piracy was brought to the Colony yesterday by the s.s. *Kochow*, the latest victim being the Chinese-owned vessel, *Shing On*, plying between here and Wuchow. She was pirated on Tuesday morning at Tung-chow-Saimun, near Samshui, and over 60 persons are being held for ransom.

In an interview with the master of the *Kochow*, a *Daily Press* representative was told that the pirated vessel was seen at Samshui early yesterday morning. It was reported that she had been pirated near Kwang Lee, but details of the affair were not given. It was also not stated whether the *Shing On* was returning to Hong Kong, or proceeding to Wuchow.

A visit to the offices of the pirated vessel's local agents—Messrs. Yuen Yuen & Co.—elicited the information that the *Shing On* left Hong Kong on Monday evening for Wuchow. She carried no passengers from here, as she was a cargo boat and not licensed for passenger trade. She had on board a cargo of flour, sugar and betel nuts. The vessel, however, took on some passengers from Hoihow, and it was presumed that it was at this port that the pirates had boarded her as passengers.

The attack was made when the ship was nearing Tung Chow Sai Mun. After the pirates had captured the ship, they took the vessel to Fu Wan, where most of the cargo, and the captives were taken ashore.

Compradore Jumps Overboard.

In a telegram to the agents here, the master of the pirated ship said that the chief compradore, Mr. Wong Hung Chuen, jumped overboard and successfully eluded the bandits by swimming ashore. The ship was not carrying any bullion or cargo of any great value. Her consignment of betel nuts had already been discharged at Hoihow.

The telegram further stated that among the 60 persons captured, one was the Chinese guard of the vessel. The telegram did not say whether the *Shing On* was returning to Hong Kong or would continue her journey to Wuchow, but it was believed that she would go to the latter port to take on cargo before returning here, a view strengthened by the fact that after the pirates had left, the *Shing On* was practically an empty ship, not having been disabled in any way.

Up to a late hour last night, the vessel had not returned and no further enquiries being made, we learned from her agents that no further news had come to hand, beyond the fact that the escaped compradore was returning to the Colony by train from Canton.

Crew Of Seventy.

The *Shing On* is commanded by Mr. Lau On Sang and the other officers are also Chinese. She has a crew of about 70 and is a 400 tons vessel of 138 feet length. She is under Chinese registry and does not come under the Piracy Prevention Ordinance.

Last night, and all ships were searched. Special attention was paid to the wharves from which night steamers were leaving for Canton, and also on ships that were due to sail shortly, in the event of the three men, of whom a description had been furnished to the police, making an attempt to escape from the Colony by this means.

Later last night a search was carried out in the Yau-mat district, where it was found that the substitute members of the crew had lived.

Members of the company who were on the *Wu Fat Hing* at the time of the hold-up were taken to Yau-mat last night, where statements were taken from them.

The *Wu Fat Hing* is one of a common type of harbour craft, with the steering wheel just forward of the funnel, and no bridge. Last night there was danger of her sinking, and efforts were being made to obtain another launch to stand by or tow her away.

One Man arrested.

We understand that one man has been arrested, but details are lacking.

A CAR OWNER'S RESPONSIBILITY.

CHAUFFEUR'S ACCIDENT.

INTERESTING DECISION AT BOMBAY.

BOMBAY, Sept. 20th.

A case of considerable interest to motorists was terminated in the High Court to-day.

Mr. G. Sugdury, a Greek, was directed by Mr. Justice Taleyarkhan to pay Rs. 45,000 damages to the widow and four children of a Parsee mill-jobber who was run over and killed while the driver employed by Mr. Sugdury was driving the car.

Deceased was aged 38 years and was drawing a salary of Rs. 120 per month at the time of his death.

Mr. Justice Taleyarkhan held that the owner of the car was liable for any wrongful act or rash conduct on the part of his servant, though the plea was advanced that the driver, at the time of the accident was not driving for the purposes of the owner.

The Judge, taking into consideration the probable duration of a life as 65 years, held that Rs. 45,000 would be reasonable and just compensation, and passed a decree accordingly.

Mr. Sugdury appealed, and Mr. Justice Blackwell, on being informed that the parties had arrived at a settlement by consent—the appellant having agreed to make an ex gratia payment of Rs. 10,000 into court, to be dealt with according to the court's wishes—passed orders giving Rs. 3,000 to the widow, Rs. 6,000 to the four children and Rs. 1,000 for the out-of-pocket expenses of the solicitors.

The Chief Justice observed that the appellant had done a very handsome act by giving Rs. 10,000 and commended the legal advisers of both parties for having given up their costs in the suit, which must have been substantial.

MANILA'S CARNIVAL FOR 1928.

TO BE RUN BY MUNICIPALITY.

NO RIVALS TO BE ALLOWED.

To insure success of a city carnival next year, says the *Manila Times*, and to provide protection for the administration of the festival, financed from public funds, the municipal board is seeking legislation whereby it can prohibit other organizations giving a carnival in competition with the city celebration.

The resolution presented by Councilor Marcelo Eboriaga, providing for the holding of a carnival under city management has been approved by the board.

The measure was forwarded to the committee on laws, the members of which must seek a way to make the holding of a Manila carnival next year a sure investment for the city. It was suggested that one way to make sure that the Philippine Carnival Association does not interfere is to employ the men who formerly worked for that organization during past carnivals.

It was intimated at the city hall that Councilor Manuel de la Fuente and Segundo Agustin refused to vote for the Eboriaga resolution because of hurt feelings. It is said the two councillors had plans pertaining to the same project under consideration ever since it was announced that the Philippine Carnival Association would not hold their yearly celebration.

Acting Mayor Ariaga will appoint a committee to study the project sponsored by the Municipal Board. Personally, the acting city executive is in favour of the measure but he wants to know what other department chiefs at the city hall have to say on the matter, he declared to-day.

ATE 20 DINNERS AT A SITTING.

QUITE HUNGRY THE NEXT MORNING.

LONDON, Sept. 19th.

Henry Bullion, a London docker weighing 14 stone, rose from a breakfast consisting of six eggs and rashers and said to an *Evening News* interviewer to-day: "Did I eat twenty dinners last night? Yes. Did I enjoy my breakfast? Yes. The rashers were a bit thin, but I put my wife wise about that."

Bullion ate the dinners because a customer told the landlord at a dockland hostelry where there were ample dinners for eight-pence each, he knew a man who could eat him along. Bullion arrived at 7 p.m., a little late, because he lingered at his tea, and sat at a long table on which there were apparently an endless line of plates filled with steak pudding, potatoes, cabbage and gravy. He ate six like a flapper disposing of ice-cream. After the tenth he paused to breathe, amid cheers from the crowd, who arrived from a local music hall to witness the feat. After the seventeenth he slowed down but recovered after a long drink. He finished the 20 dinners by 9 p.m.

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2.30, 5.10, 7.15 & 9.20.

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TO
SATURDAY

AT THE WORLD

THURSDAY
TO
SATURDAY

"The Hoot Gibson in Prairie King"

Orchestra at 5.15 & 9.20. Chinese Interpreter at 2.30 & 7.15.

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THURSDAY
TO
SATURDAY



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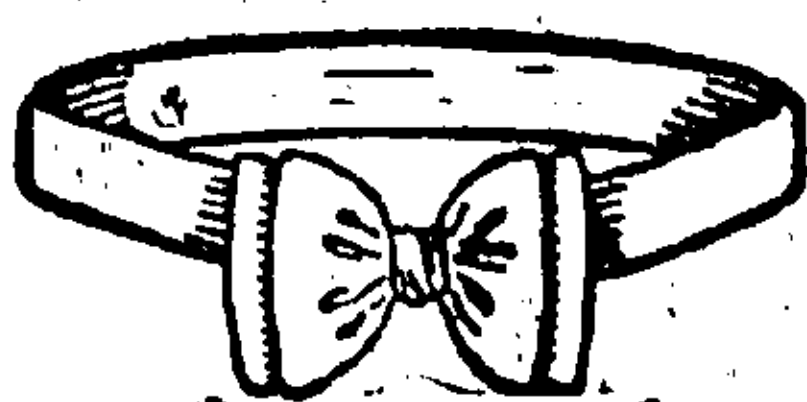
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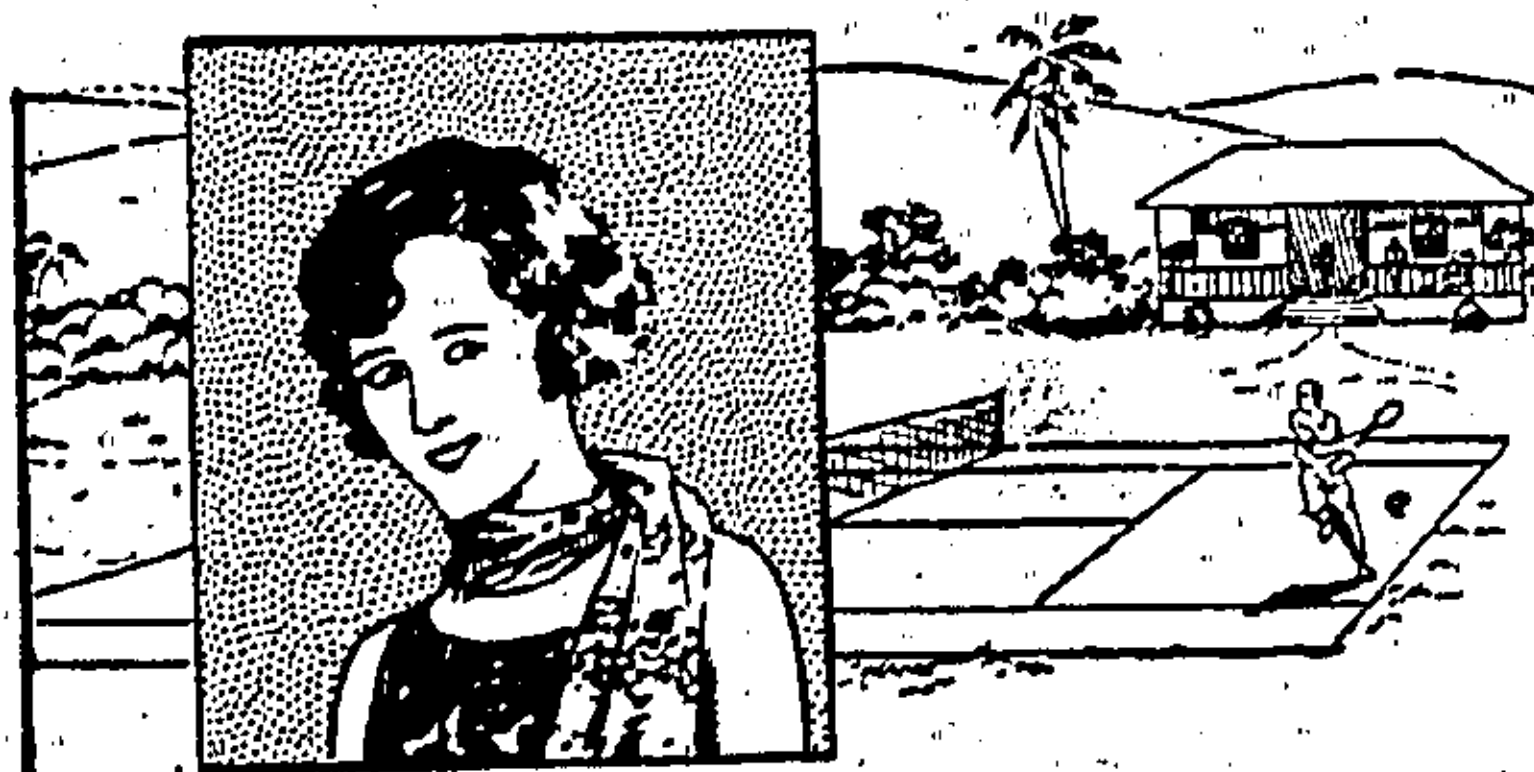
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[A.P. 19]



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ROYAL HONG KONG YACHT CLUB.

THE ANNUAL REPORT AND ACCOUNTS.

AN INTERESTING REVIEW OF A SUCCESSFUL YEAR.

The 23rd annual general meeting of the Royal Hong Kong Yacht Club is to be held at the Club House, North Point, on Wednesday next, at 3.45 p.m.

The report and accounts for the period ended on August 31st, 1927, will be presented, and officers for the ensuing year will be elected.

The resolution regarding the substitution of certain new Articles of Association and bye-laws, which were passed as an extraordinary resolution last week (and reported upon at the time), will be presented for confirmation as a special resolution.

We have received a copy of the annual report and accounts, and of the report of the various sub-committees, extracts of interest from which are given below:

GENERAL COMMITTEE'S REPORT.

The Committee is pleased to report a very busy and successful year in all branches of our activities, particularly abroad.

The Commodore, Mr. E. W. Carpenter, went on a well-earned home leave in January, and we recorded in the minutes our appreciation of his services in the past.

Rear-Admiral A. J. B. Stirling left us during the year, and a most successful farewell dinner was held in the Club House in his honour. Commodore J. L. Pearson on his arrival in the Colony kindly accepted our invitation to join the General Committee, and we have had the benefit of his experience on the Sailing Committee and on several technical sub-committees. Our Hon. Secretary, Mr. F. J. Oliver, left for Peking in December last, and we were very fortunate in securing the services of Mr. F. J. Easterbrook to succeed him. The Committee record with sincere regret the death of one of our most popular rowing men and ex-Rowing Captain, Mr. Donald Logan.

Membership.

Last year's report gave a total membership of 425, of which 168 were shown in the absent list, most of which should have been struck off under Article 18. The present list of members of all classes has been brought up to date, and those now shown as absent, comply with our Articles. Altogether 193 members have been struck off our register this year, of which the application of Article 18 accounted for no less than 174 (being over 12 months on the absent list).

Forty-nine new members were elected during the year, notwithstanding the general state of affairs in the Colony. The addition of 71 new subscribers also proves that the Club is appreciated by the Services. One lady member was elected, and we should be glad to see more ladies joining us.

The number of members now stands as follows:—
Resident:—Members 190, subscribers 52, ladies 2 250
Absent—Members 60, subscribers 45, ladies 3 109
Total 359

Finance.

Turning to the accounts, you will see that the income and expenditure account shows an excess of expenditure over income of \$780.79 as against \$291.98 in the previous year. In making a comparison with last year, however, it should be noted that a number of new items of expense have been charged during the year under review; these are:—

Proportion of the cost of returning the bowling green	\$ 100.13
Depreciation of boats, oars equipment, etc.	670.40
Regatta held last April	541.30
Donation to the library	150.00
Total	\$1,462.83

Two very successful races for the Trevelyan trophy were held during the year, both of which were won by the Java-China-Japan Line.

The new Committee is recommended to make a special effort in obtaining a greater number of entries for the next race, which takes place on Wednesday, November 9th next. The rules have been amended this year.

Articles of Association Revised.

The Articles of Association and bye-laws have been reviewed during the year, and the thanks of the Club are due to the Sub-Committee who re-drafted our regulations in their present form, Messrs. A. L. Shields (Convener), H. S. Rouse, H. R. Cleland and F. G. Vaux. The main points covered in the alterations to Articles are briefly as follows:—(1) Permitting the appointment of a Rear-Commodore; (2) Delecting age limit of Members to admit of Gun Room Officers joining as subscribers; (3) Strengthening the ballot from one blackball in 4 to one in 8 to exclude; (4) Enlarging the scope

for inviting people of distinction to become honorary members; (5) Opening the list of subscribers to Midshipmen, also to Commissioned Officers of H.M. Dominions; (6) Raising the Rowing Committee to the same conditions as Sailing Committee; (7) Yachting Committee now called Sailing Committee; (8) Subscribers governed by Articles and Bye-Laws.

Yacht-owning members are asked to study the regulations posted in the Club affecting the obtaining of admiralty warrants granting permission to fly the special Blue Design of the Club. We should be glad to see more applications in this connection. Attention is drawn to this question at the end of Sailing Bye-Laws as drafted for approval.

The Club Cruiser.

The Club cruiser mentioned for the first time at our annual meeting last year has been built, equipped and is in great demand by members and subscribers. The *Typhoon* fills a long felt want, and fully justifies the prophecies of her joint designers, Messrs. H. S. Rouse and V. Goulborn, to whom the Club is greatly indebted. A second keel was laid down on similar lines for two keel Service members, and we hope *Cerberus* and *Typhoon* will be followed by other boats in this very practical, reasonably fast, small cruiser class.

The report concludes with a list of our trophies which are put up for annual competition, and it is no mean list. The trouble, as far as the rowing trophies are concerned, is that we have the greatest difficulty in these times in getting men who can travel for interport events, also the present lack of competition in inter-club events. We trust these difficulties will disappear in the near future, and that all our rowing trophies will be competed for annually, as are our sailing trophies.

The bowling competition was not completed this year due to the re-turfing of the greens.

SAILING COMMITTEE'S REPORT.

We have again to report a most successful season, throughout which racing took place from the Club on practically every Saturday.

Before the season had started the *Mist* had the misfortune to be caught without proper shelter from the typhoon of September (26) and was wrecked. The owners (Major Greig and Capt. Jacobs Larkcom) decided, after survey, that it might be more advantageous to build to the Club cruiser design rather than to salvage their craft. They, therefore, waited for the launching of *Typhoon* and after having tried out her little ship, they immediately laid down the keel of *Antea*, who makes a most useful addition to the Club's fleet.

Cerberus has been amended slightly from *Typhoon* having two inches more draught, a little more freeboard and about 30 square feet less sail. It should be interesting to compare their performances over a season's sailing.

Competition between the Club and the Royal Navy is keener than ever, and though assisted by many Military sailormen, we have had our better successes—till next season—by a margin of 12 points after a series of three races. We now call upon members to adjust this deficit during the coming season.

We were pleased to arrange that the ships of His Majesty's Navy could use the starting and finishing line of the Club for a series of sailing races between their boats.

The Cups so kindly presented by members of His Majesty's Services were won by *Dorothea*, Mr. Grist; *Daphne*, Mr. Dreyer; and *Bufojun*, Mr. Vaux.

THE LADIES' CHAMPIONSHIP.

The Handicap Class was won by Mrs. F. Ratsey in *La Linda* after a tie with *Gollen* sailed by Miss Hazeland. In the "I," "Y" and "G" Classes combined, Miss B. F. N. Lewis was first in *Bufojun*, Mrs. E. J. R. Mitchell second in *Blurana*, 3 points behind, and *Blurana* sailed by Miss Butcher, third.

The Cup presented by the Ladies was again won by our Vice-Commodore in his *La Linda*. The annual event between the Club and the ladies had to be abandoned due to heavy weather after the morning race when the ladies were leading by 21 points to 15.

ROWING COMMITTEE'S REPORT.

Great activity and interest has been shown in the Rowing Section during the past year. More events have been put up, and these have been strongly supported.

The Regatta suggested by the Club and very well backed by the Services proved to be a most enjoyable affair. Thanks are due to Commodore F. Ratsey, R.N., for the time and energy he put in to make the Regatta the success it was. (Continued on next column.)

BIG BLAZE NEAR MANILA.

GARAGE BURN'T OUT.

17 CARS DESTROYED.

MANILA, October 5th.

The mysterious garage fire in Cabanatuan, Nueva Ecija, which caused a property damage of approximately P.70,000 last Saturday afternoon, is still under investigation according to the *Manila Times* correspondent in Nueva Ecija. The blaze was not reported until the authorities had completed a preliminary investigation.

The Server-Hashim Company, Manila auto dealers, were heavy losers in the blaze, according to the provincial report. Total destruction of 17 used cars and a considerable amount in auto accessories brings their loss to nearly P.50,000. Mr. Hashim told a newsmen that the firm's loss amounted to approximately P.25,000. Estimate of other property contained in the razed building could not be obtained.

Entrance Difficult.

The alarm was given at 6 p.m., smoke and flames being noticed by several people. The Constabulary Company, numbering 45 men, responded with the fire equipment and were reinforced by the village police with a hand pump and one line of hose. Considerable difficulty was experienced in forcing an entrance to the building. When this was finally effected the whole interior was found to be a mass of flames. Workers were unable to enter the blazing store-rooms and the adjoining buildings. A few of these receiving slight damage.

In the investigation instituted by the Constabulary immediately after the fire, the Cabanatuan representative of the Manila firm stated that no gasoline was in the building except for such as might have been contained in the tanks of the cars. He further testified there was very little oil in stock and that there had been no sign of fire when he closed the establishment 30 minutes before. He was unable to offer any solution of the origin of the blaze.

Hurt's Expansion Plans.

Cabanatuan is considered one of the greatest automobile centers north of Manila and the local company were planning the development of a business in new and used cars, accessories and a filling station. The two members of the firm are well known in local automobile circles. The Constabulary investigation has not been completed. The insurance companies involved are conducting a separate investigation through their agent.—*Manila Times*.

DEATH OF BRITAIN'S OLDEST V.C.

HERO OF THE SIEGE OF DELHI.

Britain's oldest V.C., Colonel Sir Edward Talbot Thackeray, has died at Bordighera, in his ninety-first year. He was an Indian Mutiny veteran and a cousin of the novelist Thackeray. He won the Victoria Cross at the Siege of Delhi, the incident being described in the *London Gazette* of April 29th, 1858, as follows:—

"Edward Talbot Thackeray, 2nd Lt., Bengal Engineers. For cool integrity and characteristic daring in extinguishing a fire in the Delhi magazine enclosure on September 15th, 1857, under a close and heavy musketry fire from the enemy, at the imminent risk of his life from the explosion of combustible stores in the shed in which the fire occurred."

There were numerous events, the majority being Inter-Service. The Club was represented in Sliding, Seat Fours and Pairs, and also in 20 feet 6 oared Naval Gigs.

BOWLING SUB-COMMITTEES REPORT.

The renovation of the greens had been undertaken, and the finished work has been favourably commented on by players and visitors alike. We desire to record the co-operation with us of Mr. H. Green, the Superintendent of the Botanical and Forestry Department.

For the fourth season we entered for the 2nd Division of the Lawn Bowling League and have been able to muster full teams of 12 players for all 14 matches. We have regretfully to record only one win in the League matches. We have entered a team for the "Spey Royal" Cup.

LIBRARY REPORT.

A grant of \$150 from the General Funds was made towards the library.

The library now consists of 153 volumes, 110 of which deal with sailing and sea-faring matters, while the remainder are novels. Messrs. A. L. Shields and F. P. Lenfestey have very kindly given books to the latter section, and a donation of \$50 was sent anonymously.

The shelves are crying out for more books. Donations will be welcomed.

TYPHOON DAMAGE IN PHILIPPINES.

SUGAR CROP SUFFERS ON OCTOBER 5TH.

MANILA, October 7th.

No estimate of the damage to property caused by the typhoon which passed over the Visayas last Wednesday has been received in official circles, but it is believed that the sugar crop suffered heavily. Reports that the typhoon had caused considerable damage to the crop and property of the Mindoro Sugar Company were denied this afternoon, although it was stated that a heavy gale passed through the province.

According to private reports, the new dock at Pulupandan was damaged to the extent of P.18,000 by a motorship which had broken loose from its moorings, battering the new construction. The motorship was wrecked, it was reported. Public highways and improvements in Mindoro, Masbate, and in some of the Visayas islands were destroyed by the typhoon, it is believed. Actual figures of the damage are not obtainable due to interruptions in the cables and telegraph lines in the southern islands.

DUE TO-DAY.

PASSENGERS ON THE "MACEDONIA."

The P. & O. s.s. *Macedonia* is due to-day from Hong Kong and Europe, bringing the home mail.

Among passengers for Hong Kong, who include many residents returning from home leave, are the following:—Lieut. J. I. M. Ashby, R.N.; Mrs. H. Bickford, Mr. W. G. Bree, Miss O. Bruty, Mr. V. C. Begg, Mrs. L. Byron, Miss Chesworth, Mr. and Mrs. E. J. Cook, Rev. A. O. Cooper, Mrs. R. E. Cameron and nurse, Mr. W. T. Dinneen, Mr. W. J. Farrell, Mr. L. K. Ginnell, Sir Henry Gollan, C.B.E., Miss H. Gilmore, Mr. and Mrs. G. W. Garrett, Sub-Lieut. D. R. Hodson, Comdr. L. H. Heath, Mr. G. W. Hawkins, Miss E. Johnson, Lieut. C. A. Jenkins, Mrs. E. Larmour, Mr. D. A. Matheson, Mrs. H. A. Mackenzie, the Misses Mackenzie, Mr. H. C. Maclean, Mr. P. G. Merriman, Mr. E. V. St. J. Morgan, Mr. D. K. McKown, Mr. G. Nissen, Mr. H. E. Nicholson, Mr. P. C. Potts, Eng-Comdr. J. Pattinson, Lieut. B. I. Robertshaw, Mr. and Mrs. I. S. Smith, Mrs. F. M. Scovell, Miss A. E. E. Steele, Mrs. Thompson, Sub-Lieut. J. M. G. Waldegrave, Mr. and Mrs. A. White, Masters, R. and P. White, Mrs. Wynne-Jones, Mrs. H. Woodhouse, Mr. C. H. J. Willocks, R.N., and Mr. E. R. West.

WOES OF MARRIED LIFE.

SAD TALE OF A DISHONEST COOLIE.

With tears streaming down his face, a Chinese related his domestic troubles to Mr. R. E. Lindell at the Central Magistracy yesterday when charged with the theft of clothing from a contractor's matched.

According to his story, the fact that he had been in prison before made it difficult for him to get even a coolie's job, but the worst incident of his life was when he was forced into marriage with a woman who had made his life a misery.

The story did not help the man very much, as His Worship sentenced him to three months' hard labour.

CLUB CONCERT.

ENTERTAINMENT AT ST. PATRICK'S.

An enjoyable concert was given at St. Patrick's Club, Garden Road, on Tuesday night.

The Sociedade Philharmonica, led by Mr. S. Pinna, played several classical pieces which received much applause and St. Joseph's Choir, under the direction of the Rev. Father Reganti, also contributed to the programme.

Among those who took part in vocal items were Mrs. Sanger, Mr. Li Chor Chi, Mr. C. d'Aquino, and Mr. Hogan.

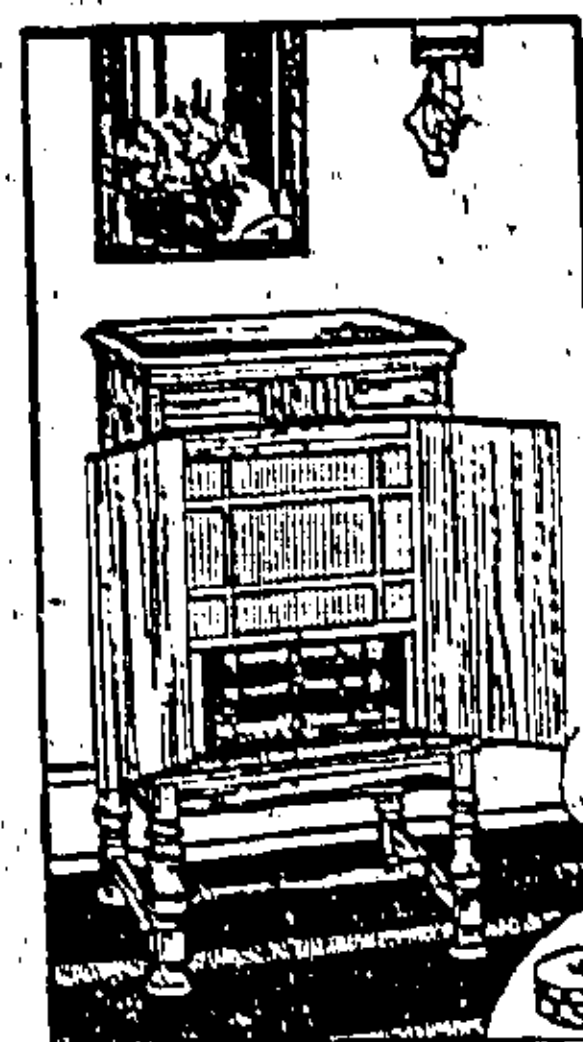
It was announced that another concert would be given shortly as a farewell to the men of the First Cruiser Squadron.

CINEMA NEWS.

ALTERNATIVE GAS LIGHTING FOR THE QUEEN'S THEATRE.

Gas lighting is being installed all over the Queen's Theatre. When the work is finished the Queen's will be equipped as the London theatres with a double lighting system, so that the gas jets which will be always alight can be instantly turned up should the electric light fail.

The two clocks lately placed one on either side of the screen have been much appreciated by the Queen's audience.



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[A.P. 3]

RATS!

TEN TIMES AS MANY AS
THERE ARE PERSONS
AT MANILA.

Findings of the Philippine Health Service during the first semester of this year indicate that there are 10 times as many rats in Manila as there are inhabitants. The total rat population of the city is estimated at 3,741,500, while the human population is placed at only 300,000.

With regard to the investigation conducted by the bureau to determine in what degree rats are responsible for the spread of disease, it was discovered that one-third of the total infection in Manila is due to rats.

Rats bites are said to have caused the death of more than 40 inhabitants during the first six months of 1927, according to statistics compiled.

LI TSAI HSIN STILL IN CANTON.**ATTEMPT AT COUP D'ETAT EXPECTED.****EXECUTION SQUADS BUSY.**

[FROM OUR CHINESE CORRESPONDENT.]

The position with regard to the supposed split between Generals Li Tsai Hsin and Chang Fat Fui remains obscure as ever. Beyond the incident on East Bund when a battalion of men, under the command of General Li Fuk Lin, a Li Tsai Hsin man, were disarmed, nothing has happened as yet. The incident has, however, been seized upon as the first act of a coup against Li Tsai Hsin. The followers of General Li have every confidence in their champion's courage and ability. They declare he is waiting a suitable moment for a counter-stroke which will have the effect of driving both Chang Fat Fui and the political extremists out of Canton. Chang Fat Fui is said to have come into conflict with General Li on Monday and again on Tuesday. On the former day he refused to permit a celebration in honour of the formation of Nanking Special Committee, and on Tuesday there was the East Bund incident, which is magnified into an attempt by Chang to seize control of the city. Meanwhile neither Chang nor any of his subordinate officers has been elected to the Political Council, and the Secretary of that body Hu Chun Lin says that no suggestion of doing so has been made.

The Reds had a bad time in Wuchow last week no less than 13 being executed. The victims included seven students, three of whom were girls of good family.

The reported capture near Swatow of the Red leader Ho Lung has not been confirmed.

Mr. Hsu Shao Yin, formerly of the Canton Finance Department, has been executed. His sentencing for defalcations said to have amounted to \$500,000 was announced a few days ago. Mr. Hsu's offences were alleged to have been committed under the regime of Mr. T. V. Soong and when he was that politician's right hand man.

FINANCIAL TROUBLES.

The Kuomintang Ministry of Finance in Canton has not yet made any definite promise to issue a bonus to the unemployed strikers of 1923, but members of the Strike Committee, in order to appease their comrades, have asked all unemployed to have two photographs ready for identification at the time of payment. The Kuomintang has been collecting a surtax of 2½ per cent. on ordinary imports and 5 per cent. on Luxuries since October 10th, 1926, in order to raise funds to pay off the unemployed, but since the first payment of \$10 to each of the 35,000 idle workers, the proceeds from the surtaxes have been diverted to other channels. The Chinese merchants in Canton and Kowloon recently raised \$3,500,000 to pay off the unemployed, but the money has not been used for that purpose.

The Ministry of Finance have been asking the Police to assist them in collecting the \$10,000,000 loan and one result has been that the other day a police district captain disappeared with some money he had just collected. The captain's victims will have to pay again.

The shipment of bar silver from Canton to Hong Kong will be prohibited for the time being, according to the latest order of the Canton Bureau of Finance, who are also putting an embargo on the export of 20-cent pieces. The other day a native bank applied for permission to transfer 5,000 ounces of silver to Hong Kong, but it was told to wait.

CIVIC DISORDERS.

Machine-shop owners in Canton have stopped the usual issue of food for their employees, who have been on strike for several weeks. During this time, the machinists have remained at the shops enjoying board and lodging as though they were still at work. The employers put up with this till Tuesday. Now the machinists have declared that before they return to work, they expect the customary strike pay and a refund of boarding expenses.

Bandits these days do not confine their operations to the districts but also operate in Canton City. The other day they kidnapped the son of a well-known official as he was leaving a cinema. The bandits have now advised the parents that, before they would open the subject of ransom, they would like the following as a "preliminary gift": \$500 in Hong Kong notes, a big American gold dollar, 100 yards heavy woollen cloth, 100 taels of opium, the brand being that prepared for shipment to America; two gramophones and 100 records, and an assortment of shirts of various sizes and descriptions.

Members of the indoor staff of the Chinese Section of the Canton-Kowloon Railroad—clerks, bookkeepers, and others—are demanding an increase in wages to take place annually according to the schedule of the outdoor staffs. The railroad outdoor workers got this after a long strike and the indoor staffs are now taking the concession as a precedent.

Fighting On The Wharves.

CANTON, Oct. 11th.

A dispute between labour unions has resulted in some fighting between coolies working on Jardines and A.P.C. wharves and their rivals. The situation as regards these has now quieted down, the local police having taken action. Further faction fighting appears probable. —*Naval Wireless.*

THE MERCHANTS OF FATSHAN.

The authorities in Fatshan, some fifteen miles west of Canton, dissolved the merchants' volunteer corps some two years ago at the order of the late Dr. Sun Yat Sen. This armed militia, which had been sanctioned in the early days of the Republic, as supplementary to the police and military, had very considerable influence, and now, after being dormant for three years, is gradually coming to life again. It is, however, regarded with great suspicion by the Fatshan authorities.

SHAUKIWAN'S RAGGED REFUGEES.**REPATRIATED TO CANTON.**

There is very little further to record about the arrival at Shaukwan by junk of the ragged party of refugees "Red" troops from Swatow.

The detention cells at the Central Police Station, which were recently extended, have been fully taxed to accommodate this unexpected influx of over 100. When the men were first rounded up it was found that there were 114, a further search of the district on Tuesday night saw two more added to the number already in custody.

As previously stated, they had formed part of the "Red" Army commanded by General Yieh Ting and Ho Lung, which had been operating in the Swatow district. Only one of the party was armed. He stated that they suffered many hardships during their trip, and they had been blown in this direction by the typhoon. This man had a revolver and several rounds of ammunition.

These men, numbering about 160, were sent back to Canton last night by the *Tung On*, the C.I.D. from Canton, Mr. Ng Kok Ying, coming down specially to take them away. The whole of the saloon of the *Tung On* was utilised and guards were placed in different parts of the ship to prevent the party from having intercourse with other passengers. A squad of Chinese and European detectives from Hong Kong accompanied the men.

FAR FROM SETTLED.**CONDITIONS IN SWATOW.****ANTI-BRITISH SLOGANS.****EXHIBITED BY ORDER OF THE MILITARY.**

[FROM OUR SWATOW CORRESPONDENT.]

Swatow, October 10th.

The new arrivals whom we call "Whites" appear to be as "Red" and as anti-British as they can possibly be. Three days after their arrival the military headquarters sent officially sealed instructions to all cinemas and places of amusement in the City compelling them to exhibit slogans "Down with British Imperialism," "Down with Japanese Imperialism," etc.

Then there was the Mission hospital affair last week. The senior military man in charge here was directly concerned in that and there is irrefutable evidence that a "hate" was raised at the hospital deliberately and with the intention of forcing "an incident." The armed party from the *Wild Swan* was withdrawn from the mission compound after the British Consul had taken the matter up and there seemed some prospect of the military authorities behaving themselves. But I am very doubtful that peace will be long maintained. There are people here unquestionably desirous of raising an anti-foreign row.

Everything is quiet to-day and there are many processions to celebrate the anniversary of this "Republic of China."

Later on this week we may get a clearer idea of the policy of the new-comers, but personally I am not optimistic. As you probably know Ho Lung is a prisoner in Swatow, also Wong Chun. It is believed that they will be incorporated into the Cantonese military scheme of things.

October 11th.

All quiet but we seem far from really settled conditions. In addition to all the wrangling that is going on between rival factions in this part of the Province there now comes a story that Ho Eng Khim (Ho Ying Yum) is sending a strong force down through Fukien to re-establish his hold over Fukien and North-Eastern Kwangtung. The Chekiang faction under his youngest brother, Ho Chip Wu has been eliminated from active participation in the local political game but they're tucked away securely somewhere waiting for their chance.

The Mission Hospital incident was closed on Sunday night after receipt of a more or less explanatory letter from the Military people.

TROUBLESOME "RED" SOLDIERS.

Swatow, October 11th.

While the *s.s. Neuchwang* (C.N. Co.) bound for Shanghai, was loading at Butterfield & Swire's pontoon this afternoon she was overrun by some 300 to 350 disarmed and disbanded "Red" soldiers. An armed guard from H.M.S. *Wild Swan* cleared the ship before she sailed. The situation is otherwise normal. —*Naval Wireless.*

ADULTERATED COFFEE.**LOCAL COMPRADORE FIRM FINED.**

The Po Woo compradore firm, of 14, King Loong Street, was summoned before Mr. R. E. Lindsay at the Central Magistracy yesterday for selling coffee containing 13 per cent. of foreign matter, chiefly chicory.

Sanitary Inspector Hughes gave evidence in support of the charge, stating that other adulterated ingredients were also present in a sample he obtained from the shop. Replying to the charge, a representative of the firm told the Magistrate that the coffee was bought from the Yan Tak shop at West Point partly in paper bags and partly in tins.

His Worship held that the firm had committed an offence by selling low coffee containing a percentage of foreign matter. He imposed a fine of \$25.

LEGISLATIVE COUNCIL.**TO-DAY'S MEETING.****CHINESE EXTRADITION ORDINANCE.**

At the meeting of the Legislative Council this (Thursday) afternoon the Hon. Mr. W. E. L. Shenton will again question the Government regarding motor-cars plying for public hire. The subject was raised at the last meeting of Council but the answer to the query was postponed.

The question is:—Are the Government prepared to deal with motor-cars plying for public hire in the public streets of the Colony by:—
(a) Fixing a scale of fares, or
(b) Insisting that each motor-car so plying carries with it a meter registering an approved scale of charges.

The Hon. Mr. Shenton will also ask if any of the appointments, referred to in the Colonial Secretary's Budget speech, for the purpose of dealing with malaria, have yet been made and, if so, whether the officers have commenced their duties.

The Colonial Secretary will move that permission be granted to the Hong Kong Tramways Company to construct a double tramway line on certain sections of the route from Causeway Bay to Shaikwan.

The Attorney-General will move the first reading of an Ordinance to amend the Chinese Extradition Ordinance, 1899. The Ordinance to amend the law relating to the suppression of piracy will come up for its second reading and will probably be taken through all its various stages and passed.

FINANCE COMMITTEE.

Following the meeting of the Legislative Council, a meeting of the Finance Committee will be held when votes totalling \$46,617 to supplement the expenditure of 1927 will be asked for.

A sum of \$494.85 equivalent to \$50 is required for Crown Agent's account for part payment of Consulting Engineer's fee in connection with a proposed new Eastern pumping station, the scheme for which is for the present in abeyance.

Typhoon And Rainstorm Damage.
A sum of \$6,672 is required for repairs to the "Beckwith bell." The damage, as reported at the previous meeting of the Finance Committee, was caused by the typhoon on August 20th. The Swedish Trading Company, who erected the Bell in 1924 quoted \$655 for all necessary parts delivered insured in Hong Kong. The repair of the foundations and the erection of the Bell will be undertaken by the P.W.D.

Other amounts required to repair typhoon and rainstorm damage include \$7,500 for New Kowloon, and \$25,500 for Kowloon.

The sum of \$1,200 is needed to repair the approach road to Yau-mai Station, \$2,000 for laying a tennis court and erecting a wall as agreed upon when an area of ground required for the new Robinson-Conduit road was surrendered by the owner and \$250 for supplying soil for a garden at Quarry Bay School.

ON THE "PRESIDENT PIERCE."**"WHO'S WHO" LEAVING HONG KONG.****LOCAL RESIDENTS.**

The *s.s. President Pierce* left Hong Kong on Tuesday for San Francisco via ports, and among the passengers on board from this port were:—

Mr. and Mrs. Chas. L. Hoover, who are travelling to Europe. Mr. Hoover is the American Consul-General in Batavia, Java.

Rev. Yung T. Park, who was formerly Pastor of the Congregational Church, Ladder Street, Hong Kong. He is going to the United States on Mission work.

Mr. J. A. Tarrant and Mr. William Wong, who are connected with Messrs. A. S. Watson & Co., Hong Kong, and are on a business trip to Shanghai.

Mrs. A. W. Da Roza and family, who are travelling to Shanghai. Mrs. Da Roza is the wife of Mr. A. W. Da Roza, the well-known sharebroker in Hong Kong.

Mr. Robert Misher, the Oriental Manager for Messrs. Arkell and Douglas, Inc., Shanghai, who is returning to that port after a business trip down South.

Mr. H. W. Ray, Managing Director of the Hong Kong Amusements, Ltd., who is on a business trip to Shanghai.

DINNER FOR 130.**CLAIM FOR BILL TWO YEARS OVERDUE.****CASE NOT PROVED.**

Unpaid refreshments ordered at a Chinese Hotel two years ago was a matter mentioned at the Summary Court yesterday morning, before the acting Puisne Judge (Mr. P. Jacks).

The claim concerned the bill for refreshments for a hundred and thirty guests, Mr. D. McCallum claiming \$242.91 and costs on behalf of the liquidator of the Ching Tin Hotel Co., Ltd. (in voluntary liquidation) the balance alleged to be due from Boediker & Co., of Hong Kong.

Mr. F. G. Vaux was for the defendant firm.

Mr. McCallum said that the defendants carried on more than one business, which had not made the serving of the writ easy. He asked leave to include both the firm and the limited liability company on the writ, submitting that the present company was responsible for the limited company on the register.

After some discussion Mr. Vaux agreed to N.E. Carl Boediker & Co. being included on the writ.

For the plaintiffs evidence was given as to a Chinese, who acted as interpreter for two Europeans, arranging a dinner for a hundred and thirty guests. The two Europeans, said the manager of the Restaurant, were represented to be connected with the "Sa La See" (the Chinese name for Boediker & Co.). This firm had had previous dealings with the restaurant and witness therefore arranged the dinner which duly took place.

The bill came to \$392.91 and a certain amount was paid on account, the outstanding balance being \$292.91.

Letters which had passed between the parties were referred to and in one it was stated that the defendants had left the arrangement of the dinner to their compradore and agreed to refund half the costs to the compradore.

Plaintiffs contended that the contract for the dinner had been a direct one between the plaintiffs and the defendants.

Evidence was given by the manager of the Restaurant who stated that he understood that the two Europeans were from the firm in question, all the interpretation being done by the Chinese who acted as interpreter.

His Honour Mr. Justice P. Jacks found that plaintiffs had not proved their case for a direct contract with the defendants and judgment was given for defendants, with costs.

THE RAINFALL.**NOW OVER 104 INCHES.****BETTER WEATHER COMING?**

The heavy rains of the last day or two are somewhat unusual for the time of the year which is generally considered to be the dry season, with cloudless sky and autumn sunshine.

From three o'clock yesterday morning until 10.30 in the morning the total rainfall was 1.760 inches, the heaviest downfalls occurring between 4.30 a.m. and 5.30 a.m. (305 inch), and 6.30 a.m. and 7.30 a.m. (550 inch).

For the 24 hours ended at 10.30 a.m. yesterday the total rainfall was 2.47 inches, and to add to this no one will have forgotten that rain fell most of yesterday.

The total rainfall since January 1st is 104.07 inches.

Previous heavy rainfalls during a full October day have been: 1893, 11.50 inches; 1894, 10.12 inches; 1926, 1.20 inches.

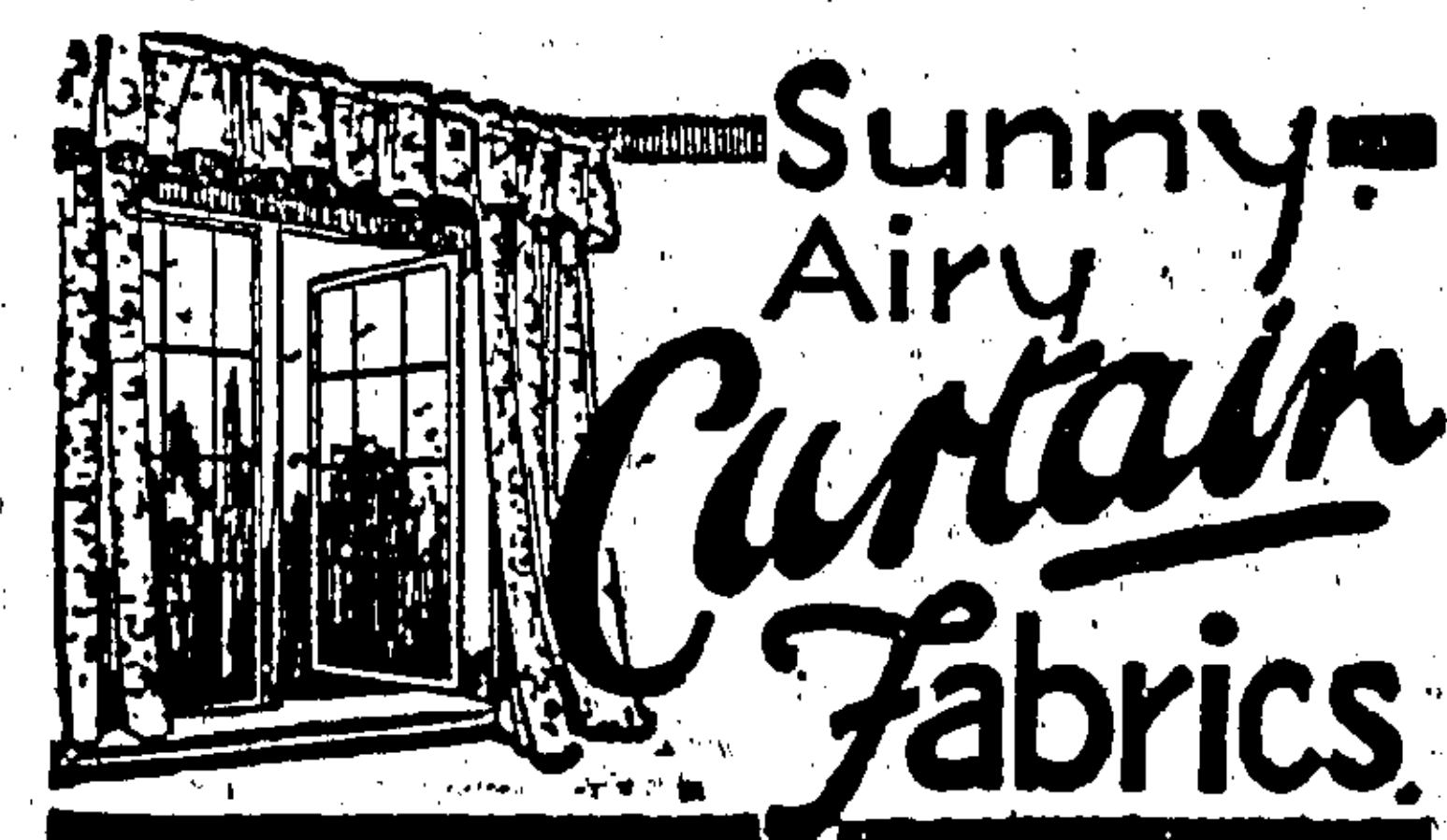
The bad weather has been due to the typhoon over Indo-China, and it is anticipated that better weather will be enjoyed over the weekend.

The following figures show the rainfall in recent years:

1926	100.78	ins.
1925	98.57	"
1924	98.57	"
1923	100.74	"
1922	89.43	"
1921	97.24	"
1920	107.58	"
1919	78.14	"
1918	101.605	"

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As You Like It—Rosalind's Speech MARGARET LITTLEPAIR
Act III Scene V (Shakespeare) LITTLEPAIR
Twelfth Night—Gardens Scene WHITFIELD CAIN
Dialogue, Olivia and Viola, and (Olivia) Act III Scene I (Shakespeare) BROWNIE BARR
Richard II—Speech of John of Gaunt SIDNEY O. HAYES
Act II Scene I (Shakespeare) HAYES
4367 Tartuffe—Deuxieme Scene Mile. Olga d'Avril
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BRITISH OFFICIAL SAYS CHINA'S TROUBLE LIES WITHIN HERSELF.

MARSHAL CHANG NEGOTIATING A LOAN.
OIL CAPTURED BY THE FENGTIENESE.

"SUENWHA STILL HELD BY SHANSI.
A "SURPRISE" THAT DID NOT MATERIALISE.

FURTHER DETAILS OF THE ARREST OF MADAME C. C. WU.

Sir Frederick Whyte, addressing a large Chinese and Foreign audience in Shanghai on Monday, said that China's trouble lay within herself and was not the result of so-called "unequal" treaties.

Further details are given of the arrest at Tientsin of Mme. C. C. Wu.

The reports indicate that the Fengtienese are still having the better of matters in the fighting in Chihli.

THE YOUNG MARSHAL'S REPORT.

[THROUGH REUTER'S AGENCY.]

PEKING, Oct. 12th.
A special message from Chang Hsueh Liang in Paoingfu assures the public that the reported victories are not mere rumours but are actual facts. The young Marshal states that up to the 11th inst. his troops captured 30 guns, more than 100 machine-guns, 10,000 rifles and great quantities of munitions and equipment from the Shansi-ites.

PEKING, October 12th.
It is officially stated that the Fengtien troops, moving from Shiao, have captured Hwailu, west of Shihchiachuang and also that all the Shansi troops who were outside Niangtz-kan Pass have been cut off from Shansi.

Chang Tso Lin wired to Chang Tsung Chang at 7 this evening instructing him to press the attack against Feng Yu Hsiang along the Lungshai Railway with all possible strength.

PEKING, October 11th.
The Ankuochun spokesman, interviewed by foreign correspondents, this morning stated that according to plan, counter-attacks had been delivered on all fronts yesterday, and had proved successful.

The Shansi forces had been thrown back in the region of Tingchow, from which the Fengtien armies were moving south-west with the object of outflanking the Shansi army, while Chu Yu Pu had telephoned from Heuchowfu stating that the Chihli-Shantung troops had occupied Shihchiachuang, and the Shansi forces were retreating westward.

The present plans were arranged when General Chang Tsung Chang visited the capital a week ago, but were delayed as Chang Tsung Chang was unable to concentrate his forces as the Ninth Ankuochun Army, having been surprised by the Shansi attack, were forced to maintain a defensive until troop concentrations were complete. All the forces were organised, and would attack Shansi province.

On the north front the Fengtien army had also been successful, taking prisoners, machine-guns, and heavy artillery, with much ammunition. It was the intention of this force to ignore Kulgan and strike north-westward from Suanhwafu to Teting.

10,000 Shansi Prisoners.
The spokesman said that a telegram from General Chang Hsueh Liang at Paoingfu stated that the Fengtien army had taken 10,000 prisoners, whole among the killed was known to be one brigade and six regimental commanders. The defeat of Shansi was certainly only a matter of time.

The spokesman continued that he believed that Yen Hsi Shan was yet another victim of Feng Yu Hsiang's traps, the latter failing to give him the promised assistance at a critical time. It was known that the enemy had planned, in the event of Shansi's success, that Yen Hsi Shan would have an important post in the committee to form a Government at Peking, while Feng would occupy Taiyuanfu, in Shansi province.

Concerning Tang Seng Chi, he said that a telegram from Tang that morning stated that he had no intention of attacking Peking. He was unable at present to attack Feng Yu Hsiang, but was remaining neutral in the present war.

Shihchiachuang's Capture.
[THROUGH REUTER'S AGENCY.]

PEKING, October 11th.
The Cabinet officially claims the capture of Shihchiachuang by Chihli-Shantung troops.

Revolution That Failed.
PEKING, October 12th.

According to Chinese reports, General Tang Seng Chi has arrested Chin Yun Ao somewhere on the Honan-Hupeh border, has tried him on a charge of plotting against the revolution, and has shot him.

Chin Yun Ao recently revolted unsuccessfully against Feng Yu Hsiang in Honan.

NEW YORK'S LOAN TO PRUSSIA.

BONDS TO BE OFFERED TO THE PUBLIC.

[REUTER'S AMERICAN SERVICE.]

New York, Oct. 13th.
The objections to the \$6,000,000 Prussian State Loan having been withdrawn, Messrs. Harris, Forbes and Company, the leading syndicate handling the loan, have announced that bonds will be offered on Thursday at 90 to yield about 6.25 per cent. The issue is in the form of 6 per cent. Sinking Fund Gold Bonds due on October 13th, 1932.

SERIOUS TROUBLE IN FOOCHOW.

(Wah Tsz Yat Pau.)

SHANGHAI, October 12th.
At Foochow the troops of General Chiang Kiang Nai suddenly advanced upon the city yesterday afternoon demanding General Tan Shiu Hing, the dictator of Fukien, to surrender unconditionally. The latter, seeing that his forces were unable to resist the invaders, was compelled to comply with the demand.

BOMB INCIDENT AT CHANGSHA.

SEVEN COMMUNISTS KILLED.

[NAVAL WIRELESS.]

CHANGSHA, Oct. 11th.
Republican day passed off quietly except for a bomb incident in which 7 former Communists were killed.

THE HANKOW PARTY.

[NAVAL WIRELESS.]

KIUKIANG, Oct. 11th.
General Chu did not proceed to Hankow with the remainder of the Government officials.

NATIONALIST ARMY.

[NAVAL WIRELESS.]

NANKING, Oct. 11th.
The 19th Nationalist Army is reported to have been ordered to advance to Fengpu. Co-operation with Shansi troops is rumoured.

"CHINA'S TROUBLE."

SIR FREDERICK WHYTE'S VIEWS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Oct. 12th.
Addressing a large Chinese and foreign gathering at the Union Club, Sir Frederick Whyte said that China's trouble lay within herself, and was not the result of so-called "unequal" treaties. The abolition of the latter would solve China's problem which, like India's, was the result of an attempt to adapt the Asiatic character to Western political system and ideas. Incidentally, he remarked that six weeks' sojourn in China had convinced him that there were justifications for the presence of the British Defence Forces which he had not realised previous to his visit.

MRS. C. C. WU'S ARREST.

DETAINED BY THE POLICE.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, October 11th.
A message from Tientsin states that Madame C. C. Wu, the wife of the Nationalist Foreign Minister, has been detained by the Chinese police aboard a Japanese vessel, whereby she intended to leave for Shanghai yesterday.

FURTHER DETAILS.

TIENTSIN, October 12th.
Madame C. C. Wu was arrested by the military police when boarding the Japanese ship on a visit to her mother, Lady Ho Kai. Mme. Wu was escorted to the police headquarters, where she is still detained. Her mother and other relatives have, so far, made unavailing attempts to interview her. No reason for the arrest has been announced, but it is assumed that she is held as a hostage. Mme. Wu's visit was partly for health reasons and her arrest is occasioning anxiety among her relatives and friends.

GENERAL GALEN IN JAPAN.

UNDER POLICE SUPERVISION.

[THROUGH REUTER'S AGENCY.]

TOKYO, October 7th.
General Galen, the Soviet adviser to the Wuhan Government, arrived at Nagasaki to-day and is proceeding under police escort to Tsuru-gawa, where he is sailing for Vladivostok.

THE ADEN GARRISON.

WAR OFFICE TAKES CONTROL.

[BRITISH WIRELESS SERVICE.]

RAFST, October 11th.
It is announced in an Army Order that the War Office has assumed direct responsibility for the administration of the military forces forming the garrison of Aden.

Military control of Aden was transferred from the Indian Government to the Imperial Government, with effect from the first of April last.

SIR C. CLEMENTI IN JAPAN.

[THROUGH REUTER'S AGENCY.]

TOKYO, Oct. 12th.
Sir Cecil Clementi, Lady Clementi, and their children, arrived at Kobe yesterday evening, and proceeded to Hakone.

"PURE FICTION."

WHAT THE TASS AGENCY SAYS.

[THROUGH REUTER'S AGENCY.]

MOSCOW, Oct. 12th.
The official Tass Agency declares the report from Warsaw with regard to the alleged executions of officers of the former Tsarist Army to be "pure fiction."

RAPID AIR VOYAGE TO BANGKOK.

FRENCH PILOT'S EFFORT.

[THROUGH REUTER'S AGENCY.]

VILLA COULAY, Oct. 11th.
Captain Challe and a mechanic are flying to Rome, on the first stage of a flight to Bangkok, which he proposes to reach as soon as possible, at the rate of 1,500 kilometres each day.

Arrives In Rome.

ROME, Oct. 12th.
Captain Challe has arrived from Paris. He is flying to Bangkok in daily stages of 1,500 miles.

THE INDIAN RAILWAY TROUBLE.

WORKSHOPS TO RE-OPEN.

[THROUGH REUTER'S AGENCY.]

CALCUTTA, Oct. 11th.
The Bengal-Nagpur railway workshops at Khargpur, which had closed owing to a labour dispute, are re-opening to-morrow.

MR. FORD'S BRAZILIAN ENTERPRISE.

DETAILS OF THE BIG RUBBER PROJECT.

[REUTER'S AMERICAN SERVICE.]

PARA, Oct. 11th.
It is announced that the Companhia Ford Industrial, of Brazil, which was organised yesterday, will be registered officially on October 12th, with a capital of \$1,000,000. The articles of incorporation indicate that the company intends to plant, raise, manufacture, and trade in rubber.

It is understood that the company holds a concession of nearly 4,000,000 acres on the Tapas River.

"An American Rubber Empire."

DETROIT, Oct. 12th.
Mr. Edsel Ford, President of the Ford Motor Company, has announced the completion of plans for the development of an American rubber empire in the heart of Brazil. The most modern methods of development will be employed, including the use of airplanes. Settlements will be established and communication maintained with the Ford Plants in the United States by steamers of the Ford fleet.

LEVINE GOES HOME.

THE SAFER WAY.

[THROUGH REUTER'S AGENCY.]

CHEBOKOV, Oct. 11th.
Levine has left for America on board the s.s. *Leviathan*.

"TUBE" SYSTEM FOR MANCHESTER.

A COSTLY SCHEME.

[BRITISH WIRELESS SERVICE.]

REAGY, October 11th.
It is proposed to equip Manchester with a system of underground tube railways similar to that of London.

The proposal has been before a special committee of the city council, which has now submitted its report to the finance committee. The tube will cost about \$250,000 per mile to build, and the total cost is estimated at \$25,000,000. There is only some doubt whether the tube is a payable proposition.

CANADIAN LAND SETTLEMENT.

PRESENT POLICY CRITICISED.

[REUTER'S AMERICAN SERVICE.]

WINNIPEG, October 11th.
The Conservative Convention has passed a resolution declaring that the immigration policy of the present Government is a failure, and urging a vigorous system of immigration based on the selective principle, efforts to repatriate Canadians, to secure a larger proportion of British settlers, and take full advantage of the assistance of the British Government to promote Empire settlement.

The resolution also favoured the exclusion of Orientals.

FRANCO-AMERICAN TARIFFS.

U.S. SENDS ANOTHER NOTE.

[THROUGH REUTER'S AGENCY.]

PARIS, October 11th.
The latest American Note with regard to the Franco-American tariff dispute has been handed in at the Quai d'Orsay this morning, and is now being translated.

It is understood that it contains nothing new with regard to the basis of the position as expressed in the previous American note, and merely emphasises certain viewpoints.

It demonstrates the intention of the United States Government to enter into practical conversations, and states its desire to bring the negotiations to a successful conclusion.

WORKERS AND EUROPE'S STEEL CARTELS.

[THROUGH REUTER'S AGENCY.]

LUXEMBOURG, Oct. 11th.
Delegates of metal-workers' unions from France, Germany, the Netherlands, Belgium, Austria, Czechoslovakia, and Luxembourg, have been holding a conference here with the object of opposing the international steel cartels with powerful workers' organisations. A committee has been formed to study the question.

STEAM TURBINE IN AVIATION.

RESULT OF GERMAN EXPERIMENTS.

The restrictions on the building of aircraft in Germany by the Allies has proved an almost unmitigated blessing on the prospects of aviation in that country. Outside the limits imposed by the "nine rules" there has been experimental and research-attended by the most prolific results.

One of the most startling of recent innovations is the projected return to the use of the steam engine as the motive power of large flying boats. In the early history of aviation in England there were attempts to use the ordinary reciprocating steam engine to turn the propeller, but the weight of engine and fuel and water prohibited progress in that direction. Since then, however, the load that an aeroplane can carry for each horsepower developed by its engine is much greater, whilst the steam turbine has been refined to an extent that gives the petrol engine a much smaller advantage over it on account of weight.

Professor Koster, of the Hamburg Experimental Ship-Building Institution, asserts that an experimental engine of this type and for this purpose is already under construction. There is nothing intrinsically absurd in the proposal. The steam turbine gives a smoothness of rotation to which the petrol engine cannot attain. Its efficiency is extremely high. The power which a single unit can develop whilst retaining all the simplicity of form of the less powerful engine is a characteristic in which none of its rivals can approach it.

BRITISH TRADE IMPROVING.

FIGURES FOR LAST MONTH.

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 12th.
The Board of Trade returns for September show an improvement in British trade compared with the figures of 12 months ago. Exports figure at £20,300,000 which is an increase of nearly £10,000,000, while imports were £100,500,000, which show an appreciable reduction of one-third of the increased imports, due to the recovery of foreign markets in coal.

BROCK AND SCHLEE REACH DETROIT.

BUT NO RECORD.

ROUND THE WORLD IN 39 DAYS.

DETROIT, October 4th.
Completing their trip around the world although far from breaking the speed record as they hoped, Edward F. Schlee and William S. Brock floated down into their home town to-day in the airplane *Pride of Detroit* which carried them all the way from Maine to Tokyo.

Both expressed regret that they had not made the flight across the Pacific which would have given them a clean slate of uninterrupted flight around the world, and which might have enabled them to break the Evans-Wells record of slightly more than 28 days for the circuit.

They started from Harbor Grace, Maine on August 27th, and made a non-stop flight to Croydon, England, in the time of twenty-two hours fifty-five minutes. From there they proceeded through Europe, India, Indo-China, Hong Kong and Shanghai to Japan, but were dissuaded from continuing to Midway Island. By taking steamer from Yokohama they lengthened their total time to 39 days.—*Manila Times*.

THE NEW "KARLSRUHE."

GERMAN DESIGNERS' TRIUMPH.

With the launch of the *Karlsruhe* at Kiel the third of Germany's post-war cruiser is in the water, and the fourth, as yet unnamed, is expected to be put afloat at Wilhelmshaven within the next three months. As is generally known, under the Versailles Treaty Germany is restricted to 6,000 tons and a maximum of 6 in. gun calibre in her cruiser construction. The *Karlsruhe* type are built up to this displacement limit and are armed with nine 5.6 in. guns, four 3 in. anti-aircraft guns, and four torpedo-tubes. Incidentally, it is interesting to note that German naval opinion does not concur in the principle under which most of the other naval Powers are fitting twelve torpedo-tubes to their new cruisers (bigger vessels, it is true) and converting them into glorified destroyers. The new German ship is engaged for 29 knots and oil fuel, and it is stated that she will be able to steam nearly 6,000 miles at an economic speed of about 14 knots without replenishing her tanks.

Whether this is not altogether an excessive claim remains to be proved. Her sister-ship in commission, the *Emden*, as far as we are aware, has not attempted anything approaching such a demonstration of cruising endurance.

One unforeseen result of the Versailles restriction upon cruiser displacement is undoubtedly revealing itself in the designs of the *Karlsruhe* group. These vessels represent an extremely high all-round value for size. Probably, in a relative sense, they are the most efficient cruisers built since the war. Of course, the 5.6 in. gun is not such a potent weapon as the 8 in. gun, but the German ships mount one more main gun than the 10,000-ton cruisers, and are believed to have a range of 23,000 yards. Their fire delivery, with a much lighter projectile, is also likely to be more rapid. It is pretty clear that the process of "rationing" tonnage to Germany has put her naval designers on their mettle, and in the alleged success of their efforts to retain in adequate proportion all the salient features of the modern cruiser we may find a practical justification for the Admiralty view that vessels considerably less than 10,000 tons would be the best type for the British Navy, since they represent a policy under which larger numbers could be built of a sufficiently high combatant standard.—*Naval and Military Record*.

ATLANTIC FLIGHT.

WHAT AN AMERICAN WOMAN IS ATTEMPTING.

[REUTER'S AMERICAN SERVICE.]

ROOSEVELT FIELD, Oct. 11th.
Miss Ruth Elder, with Captain George Haldeman as a co-pilot and navigator, has started on a non-stop flight to Paris in the aeroplane *American Girl*.

Well-Equipped And Suitably Dressed.

LATER.
Miss Elder's aeroplane is a bright yellow monoplane, and is equipped with a small wireless set with a range of 25 miles. There are a score of ocean liners in the path to be followed.

The aviators carry sandwiches, coffee, beef tea, and fruit. Miss Elder is dressed in golfing attire and both fliers are also wearing fur-lined one-piece flying suits as worn by army aviators for protection against the cold.

A Married Lady.

Miss Elder is 24 years of age and is from Old Lakeland, Florida. She is a licensed pilot and her married name is Mrs. Lytle Womack.

The plane carries 320 gallons of petrol, estimated to be sufficient for 4,000 miles. Both fliers are equipped with rubber life suits.

PHILIPPINES INDEPENDENCE FUND.

CANNY PATRIOTS.

The present drive for a P.300,000 independence fund is a failure, insofar as the members of the Lower House are concerned, says the *Manila Times*.

There are as many Nationalist-Consolidado "slackers" as there are Democrats "slackers."

Four Democrats have completely broken the party understanding that the minority will not subscribe to the fund.

Three Democrats have partly broken their pledge.

The Truth.
These are the salient points brought out by the first authentic statement on the status of the campaign among members of the Lower House, issued by the central subscription committee.

Fully 33 representatives have not paid one cent of their quota of P.200 each, while 17 have only partially subscribed their quota. Of those who have not made any payment, 13 are Nationalist-Consolidados, the remaining 13 being Democrats. Three Democrats are included in the list of those who have partially covered their quota.

Speaker Manuel Roxas heads the list of 30 representatives who have donated the full quota of P.200. The Speaker's contribution was P.1,000, made at the opening of the campaign. Four Democrats, including "Recto" Bautista, Bantao, and Ramos, figured among the 30 who donated P.200 each.

Poor Collections.

A little figuring showed that only P.9,990.64 has been collected from the members of the House of Representatives. Under normal conditions, this amount should have been doubled by now.

How the drive fared with the members of the Upper Chamber is still a subject of speculation.

PAIL CLUE TO A HOARD.

UNEXPLAINED POSSESSIONS.

PARIS.
The theft of a pail from an ironmonger's shop has led to the discovery by the police of a hoard of gold and securities worth about 700,000 francs (25,000), which are believed to have been stolen. The ironmonger, seeing a man walk away from his shop-front with a pail, told an employee to follow him and note the address to which the pail was taken. On the Boulevard Sebastopol the thief was met by two women, to whom he handed his prize and then walked away, but the ironmonger's assistant followed the women and made a note of their address.

The police, on being informed of the affair, raided the women's home and discovered hidden in wardrobes and cupboards a store of tinmed foods, furs, and other goods, and 300,000 francs' worth of National Defence bonds, which had been cunningly concealed. The stolen pail was found on the roof behind a chimney-pot.

As the man and his wife and daughter failed to account for their miscellaneous possessions, they have been arrested pending the result of further inquiries.

RAIN THE SPOIL
SPORT.SCOTTISH "AT HOME"
TO-MORROW.

All outdoor sport was cancelled in the Colony yesterday owing to the heavy rain.

The "At Home" arranged by the Hong Kong St. Andrew's Society at Happy Valley has been postponed until to-morrow, when it will take place, weather permitting, on the Hong Kong Football Club ground at 2 p.m.

The special Scottish Concert arranged to be given at the City Hall last evening has also been put off until to-morrow evening.

The bowls match between Shanghai and the Police also "went west." The interport is fixed for to-day at the Cravenhoe Cricket Club green, will not take place, but should the condition of ground permit the interport team will play the Police.

The Hockey match between the Club and the Queen's Regiment, at the U.S.R.C. ground was cancelled yesterday, and also the football match between the Royal Artillery and the Queen's Regt. in Division 1. of the Hong Kong Football League.

THE LATEST CHANNEL
VICTOR.MISS MACLENNAN'S FEAT A
RECORD FOR WOMEN
SWIMMERS.

WINS £1,000 PRIZE.

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 12th.

Miss Macleennan's record swim for a lady of 13 hours and 10 minutes surprised even her mother. Her landing caused a commotion on the beach where there were only fifty people, all of whom rushed to her assistance, but she was "as fresh as a lark."

It was a victory of stamina and determination, favoured by warm water and brilliant moonlight. She ate only a little sugar and salt extract.

Her real name is Dorothy Cochran Logan, and she is a doctor of medicine. She has rendered brilliant service at several hospitals, and is now a popular medical officer at King's College Hospital.

This was her third attempt. The first was made last year, and she retired almost unconscious a mile from the English shore, after 25 hours in the water. Two months ago she failed when seven miles from England, after a terrific fight with cross-currents. She now wins the prize of £1,000 offered by the *News of the World*, for beating Miss Gertrude Ederle's time.

Miss Ederle took 14 hours and 34 minutes.

[BRITISH WIRELESS SERVICE.]

Her Third Attempt.

RUGBY, Oct. 11th.

Another Englishwoman has swum the English Channel. Dr. Dorothy Cochran Logan, a medical specialist, accomplished the feat to-day in 12 hours, 10 minutes. This was her third attempt.

Her time is a record for women swimmers, being one hour, 27 minutes less than the time of the American girl, Miss Gertrude Ederle. She is the fourth woman, and fourteenth person, who has swum the Channel.

She entered the water at Grimsby at twenty minutes to eight yesterday evening, and landed at Folkestone at eight minutes to nine this morning.

Dr. Logan uses the pseudonym of Miss Mona Macleennan for her swimming, and has always surrounded her Channel attempts with secrecy. Her success was a complete surprise, only those accompanying her in a fishing boat and a few of her intimate friends knowing that she was trying again. At one point, though she saw the cliffs of England through a haze, she seemed to be making so little progress that she suggested to those in the boat that she should give up. But her trainer persuaded her to continue, and she succeeded, to her great delight.

LEAGUE CRICKET.

I.R.C. (B) v. UNIVERSITY.

On the University Ground at 2.15 p.m. sharp on Saturday. The I.R.C. v. Sirdar Khan (Capt.) M. P. Madar, A. S. Sufaid, V. T. Mams, D. M. Ahmad, A. Rahim, V. T. Thak, A. Butt, J. M. Rums, S. A. R. Buz, A. K. Ismail and reserve M. R. Abbas.

MACAO RACES.

SATISFACTORY ENTRIES.

GOOD SUPPORT FROM HONG KONG.

SOME SELECTIONS.

(BY RAPHER).

The entries for the above Meeting to be held this week end are quite satisfactory. There are seven races on Saturday and six on Sunday, and the following riders hope to make the journey from Hong Kong, namely: Messrs. Pollock, Wong, Bulteel, Kelly, Stanton, Gordon, Ross, Usher, Wolfe Murray, and the star performer in Macao, Bob Chocals. Messrs. H. P. White, L. Dunbar, F. Sutton, Ho Kom Tong and Ho Kwong are, I understand, also going over. The Race Club have arranged with the Steamboat Company to run the *Lunghan* on Saturday morning leaving here at 9 a.m., and for the *Taiwha* to leave at the same hour on Sunday morning. Both vessels arriving in good time for the races. Given decent weather a large crowd will no doubt make the journey to Macao as it is a very pleasant way of spending a week end or a day specially with the attractions offered by the Race Club. I believe that Mr. Chan is still willing to sell *Dragon Boat* despite the fact that it did so well last week end. On Saturday it went out twice and ran second to *Dobbin*, on Monday it won a race, and carrying 107 lbs. it finished second to *City Hall*.

The following selections have been forwarded to us by a member of the Macao Club. They are not by Rapier, but we give them trusting that they will bring many successful wagers to our readers:—

First Day.

1.—The Saturday Novices Race: 3 furlongs.

Chin Shan, Chick To, Perversity.

2.—The Second Selling Plate: 4 furlongs.

Wai Chow, Six Hundred, Castle.

3.—The Siangwan Plate: Half mile.

Mayfair (late Sunburst Rose), Chow Tze Lon, Baccarat.

4.—The Governor's Cup: 11 miles.

Wild Fellow, Hon Sin, Baccarat.

5.—The Third Selling Plate: 5 furlongs.

Wu Chang, Yee Yuen (late Jolly Kid), Sutherland.

6.—The Macao Sinec Plate: Once round.

Sutherland, Shanghai Friend, Solardy.

Second Day.

1.—The Whang Ho Plate: 7 furlongs.

Festive Eve, Mayfair (late Sunburst Rose), Funchal (late Duwell).

3.—The Hong Kong Visitors' Cup: 9 furlongs.

Hon Sin, Ma Kau Siac, Leaf.

4.—The Fourth Selling Plate: Half mile.

Wuchang, Chin Shan, Yee Yuen (late Jolly Kid).

5.—The Steamboat Company's Cup: 1 mile.

Mayfair (late Sunburst Rose), Baccarat, Leaf.

6.—The Sunday Novices Race: Half mile.

Chick To, Chin Hoi, Valour.

AMERICAN BASEBALL.

THE FINAL POSITIONS.

YANKS GET FIRST.

New York	ab.	r.	h.	po.	a.	e.
Combs c.f.	4	0	0	5	0	0
Koenig a.s.	4	2	1	2	2	0
Ruth r.f.	4	2	3	5	0	0
Gehrig 1b.	2	1	3	1	0	0
Meusel l.f.	2	0	0	2	0	0
Lazzeri 3b.	4	0	1	3	4	0
Dugan 2b.	3	0	0	0	0	0
Collins c.	2	0	0	2	0	0
Hoyt p.	3	0	0	0	0	0
Moore p.	1	0	0	0	1	0
Total:	30	5	8	27	8	0

Pittsburg	ab.	r.	h.	po.	a.	e.
L. Waner c.f.	4	2	1	1	0	0
Barnhart l.f.	5	0	1	3	0	0
P. Waner r.f.	4	0	3	4	0	0
Wright s.s.	2	1	0	5	0	0
Traynor 3b.	4	0	1	2	1	0
Grantham 2b.	3	0	0	4	3	0
Smith c.	4	0	1	2	1	0
Kramer p.	2	1	0	0	0	0
Milijus p.	1	0	0	1	0	0
Brickell	1	0	0	0	0	0
Total:	34	4	8	27	13	0

GOLF.

ROYAL HONG KONG GOLF CLUB.

LADIES' SECTION.

A medal competition on the New Course, Fanling was held on Tuesday and was won by Mrs. Whyte-Smith with a score of 100-9=91. The prize for members with handicaps of over 20 was won by Mrs. Leggett and the Consolation Prize by Miss Fothergill. The latter prizes were presented by Mrs. Boylan Smith.

The Annual General Meeting of the Section will be held at the Helena May Institute on Monday the 17th inst. at 10.30 a.m.

MR. CECIL HYNES' TURF
SUCCESSSES.

A BANGKOK REMINISCENCE.

It is twenty-five years ago in January 1902, that Mr. Cecil Hynes (the new Chief Manager of the Hong Kong and Shanghai Bank) unfurled his blue, red cuffs, collar and cap livery on the Bangkok Race Course, on his Australian gelding called *Boreas*. writes "Obscure" in the *Bangkok Times*. He was transferred to Bangkok from Singapore, and he had brought his horse along with him. He rode his own horse every time. He could easily ride then at 8 stone 1 lbs. In those days racing was confined here to Siamese ponies only, one or two races being thrown open to Australian horses, with amateur riders, in each meeting.

In January 1903 Boreas won for him his first race but by that time his stable had been added to by some Siamese ponies. Mr. Hynes did not stay long in Siam. He was a fairly good rider but absolutely failed on a Siamese mount, a failing which I have noted in several good riders, amateur or professional, accustomed only to big horses. I think the pace and short strides of the Siamese ponies unbalance them.

OUR "SLIM" SUBMARINES.

QUEER AMERICAN FEARS.

ANTI-BRITISH BUNKUM
BELIEVED.

Some queer ideas regarding the British Navy appear to gain currency and credence in the United States. Of course, we are by now well used to the ingenious allegations that our battleships have gained a great and unfair advantage of being able to flood their blister bliges, take a list in consequence, and so increase their angle of broadside fire. The idea that these blisters are designed simply as protection against submarine attack is largely eyewash. Now comes another example of our hypocrisy. At the very time that we are urging the abolition of the submarine we are carrying out experiments designed to add to the sinister character of the underwater boat. Instead of visual attacks carried out by means of the periscope, and therefore at least giving the objective of the attack a chance to see his enemy, we are said to be developing a system of torpedo ranging entirely by directional sound. The submarine does not reveal herself at all. She "lies doggo" and lets slip her missile entirely by the aid of the hydrophone.

Of course, this sort of bunkum is not believed in the United States Navy. But the unfortunate feature is that it undoubtedly effects its purpose as anti-British propaganda. How many torpedoes would be wasted in sound-direction firing, or whether the sounds may not just as easily come from a friendly as a hostile ship, the general public in America cannot be expected to inquire. They simply conclude that Albion is as perfidious as ever, and that even the repeated assurance that we regard war with America as "unthinkable" is merely bluff. It may be worth while pointing out that the "blister list" is merely a silly canard, and that the latest submarine story is apparently the result of ignorance which confuses sound detection with some sinister development in submarine attack. But what if those stories had not been mythical? Is there anything in the repeated reproach of "bad challenging" any new schemes in naval warfare? We are not charged with forging any fresh weapons, but with trying to use to more subtle advantage those which all the rest of the world employs. The allegations happen to be untrue, but the implication is really rather silly. *Naval and Military Record.*

BOWLING.

THE INTERPORT MATCH.

The interport match with Shanghai will not take place to-day owing to the inclement weather but, weather permitting, the Shanghai Interport Team will play the Police.

The date for the interport match cannot be fixed until the weather is more favourable, but it is hoped that it will take place next Saturday or Monday.

THE WELSH.

RACE AND RELIGION.

CHARACTERISTICS ANALYSED
BY A PROFESSOR.

The Nordic type in the Welsh population is characterized by enterprise and initiative, but does not seem to excel in intellect. Mr. J. E. Daniel, of London, said in an address to the British Association on the relation of religious denominations in Wales to racial and social factors. In Wales, as in England, this type is predominant among the landed aristocracy. The largest in the Welsh population was the Mediterranean type, the little dark people with dark hair and eyes, long heads, and small stature. They are acquiescent, imbued with a strong imaginative and emotional qualities. The physical characteristics of Wales rendering intercommunication difficult, prevented the development of any permanent cultural centre or political capital, and led to the disappearance of Welsh law and of Welsh independence. It was this that had made Welsh nationalism turn towards spiritual, rather than political ends.

Politics And Religion. Dealing with Calvinistic Methodism, Mr. Daniel said that many features of Romanism and Roman ritual which had found their way into that organization in Wales were an indication of the hold medieval Romanism had exercised over them. The Methodist Seidun were but a little removed from the Roman "confessional," and the "hwyli" itself was a reminder of the Roman Gregorian. The preachers who successively dominated the denomination stood largely in the eyes of their followers as the Pope to the Romanists. But industrial revolution had resulted in great changes. The old spirit of acquiescence was no longer exhibited on the other hand, it was the present scheme of things that held the greatest sway. Trade unionism had become a more vital power than religious denomination, while the political lodge was increasing in popularity, especially among the younger generation, at the expense of the religious institution.

ECLIPSE OF THE SUN
SURPRISE.

ANOTHER 27 YEARS HENCE.

Great Britain is to see another total eclipse of the sun forty-five years sooner than the scientists expected.

It was stated at the time of the solar eclipse in June that there would be no opportunity of viewing another complete eclipse of the sun in this country until August 11th, 1999.

Dr. A. C. Crommelin, the famous astronomer, who recently retired from Greenwich Observatory, has by mathematical calculations proved that a total eclipse of the sun will be visible in the Shetland Islands on June 30th, 1934.

He has also amplified our prospective knowledge of the total eclipse that will take place in 1999. The totality belt on this occasion will be sixty miles wide, and will cover the country from Cornwall, over the southern half of that county, embrace a slice of the Devon and Dorset coast, and will leave England somewhere near Portland Bill.

Dr. Crommelin.

The work of Dr. Crommelin proves that total eclipse of 1934 will be visible in Great Britain. Hitherto astronomers had reckoned that this country would have been missed by the sun shadow. The finest observation of the eclipse, on that occasion, will be in the Shetland Island of Unst.

Whatever Dr. Crommelin says in the way of scientific mathematical calculation, and an official of Greenwich Observatory to a *Daily Express* representative yesterday, "the whole scientific world will accept. His calculations are beyond dispute."

It was Dr. Crommelin, with Professor P. H. Cowell, who worked out every minute of the progress of Halley's comet from the year 240 B.C. to 1910.

He was not a fraction wrong through all those centuries. His work in that respect is accepted as unparalleled in scientific mathematics.

LOCAL AQUATICS.

NIGHT FETE FOR AUSTRALIAN SWIMMERS.

FIXED FOR NEXT TUESDAY.

Besides the Harbour Races next week, the long anticipated Australian night fete will be held. According to present arrangements the Harbour Races take place on Monday, Tuesday and Wednesday when the Chinese, Ladies and Open Championships, respectively, will be decided, but with the expected return of the Australians on Tuesday morning by the s.s. *Albion*, the Victoria Recreation Club has seized the opportunity to fix the night fete, postponed early this month, for Tuesday night commencing at 9 o'clock to accommodate the visitors who will leave again on Wednesday.

A special display by the champion swimmers will be given during the fete.

The programme fixed is as follows:—

30 yards Members' Handicap.
50 yards Ladies' Race Handicap.
Display by Australian Champion swimmers.
Fancy Diving.
Blindfold Race.

EXPLORER AND
MESMERIST.SISTER'S STORY OF COL.
FAWCETT.INDIANS SUBDUED BY HIS
WILL.

Extraordinary stories of her brother's prowess and his determination to find Inca treasure, of which he believed he knew the whereabouts, were told to a *Daily Mail* reporter by Mrs. Isacke, sister of Col. P. H. Fawcett, when shown the report that the explorer, who left England 9 years ago and of whom no news had been heard, was said to be living in a clearing in the heart of Brazil [63 miles from Diamantina] with his son and another young companion.

Mrs. Isacke declared that it was "the most likely thing on earth" that Col. Fawcett would be settled where he is reported to have been found. She added:

He is a terribly determined man, and set his heart on finding the Inca treasure, which he was convinced lay in a district of which he knew. He would never return till he found it and would never admit even partial failure, and he also did not want anyone to follow him, and that is why he did not communicate with the outside world.

I spoke to his wife only a week ago, and she was convinced that he was safe. "Don't worry about him," she said, "he's safe enough, and I don't expect to hear from him till he succeeds." Mrs. Fawcett believes in telepathy, and regularly feels that she is in touch with him.

The last letter I had from him was in March, 1925, written from Cuyabá, and he was then leaving for the unknown. He was hearty and full of life, and so were his two young companions, his son Jack and a school friend of his.

Pacifying Cannibals. Col. Fawcett knows the Indians thoroughly, and he knows like him. All his life he has been a mesmerist, and studied the subject. He has a tremendous will power, which seems to awe them. Though they come to attack him, they are soon overcome by his will and give him a hearing. Then he doctors their wives and looks after their children till he gains their confidence. After that he says it is easy and that they scout for him and tell him of the difficult country he has to go through. You see he understands their nature.

Although they only carry knives he has succeeded in pacifying even cannibals before now. Colonel Fawcett set out early in 1925 to explore the Brazilian jungle and to search for lost cities. His expedition had the approval of the Royal Geographical Society.

FILM OF CORONEL BATTLE.

WITNESSED BY KING AND QUEEN.

Their Majesties the King and Queen at Balmoral Castle witnessed a film production of the battles of the Coronel and Falkland Islands for the first time. The film was shown at Balmoral at the Royal command. The whole production with orchestra was brought specially from London. Besides the Duke and Duchess of York and Prince Arthur, there were many distinguished spectators and two hundred of the tenantry and servants of Balmoral were invited.



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LONDONEXPERIMENTS ON HUMAN
BEINGS.VIVISECTION OF MAN TO
HELP SCIENCE ADVOCATED.

THE EARTH'S HEAT.

Opponents of vivisection would have been interested to hear the argument put forward by Dr. C. G. Douglas, at the British Association. He contended that in the interests of knowledge man himself, rather than an animal, should be experimented upon.

"We are bound to admit frankly," he said, "that direct observation by methods involving operative procedure on the anaesthetised animal cannot by itself give us the full answer we require. . . . In the study of normal physiology man is in many instances a far more advantageous subject for investigation than are the lower animals."

Man rather than an animal could conform to requirements, for he could give the subjective impressions of the person on whom the experiments were being made. By confining themselves to the lower animals in the making of experiments they limited themselves considerably.

What We Have Learned.

We had already learned much from investigations on the human subject. Through them we had found how greatly the oxygen requirements and the energy output varied with changes in occupation.

We knew because of them that the energy output, when walking at four miles an hour was five times as great as during rest, and that the trained athlete might, for a number of minutes, maintain an oxygen consumption not far above of twenty times the resting value. But much more human experiment was required in other directions, and he confessed that if he wanted to understand the facts of physiology he had to think of what they might mean to him in his own person; he could not think easily in terms of the lower animals, and he did not believe he was peculiar in this.

New Way Of Boiling Eggs.

Mr. J. L. Hodgson, M.I.Mech.E. suggested in a paper that instead of cooking our eggs, washing our faces, driving our machinery, and providing our light through the medium of heat obtained from the burning of coal, we should instead tap the internal heat of the earth.

Scientists young and old listened with interest to the advanced ideas of Mr. Hodgson, who had worked out in detail his scheme for obtaining heat from the hot rocks beneath us instead of destroying a highly elaborated substance such as coal. A very simple calculation showed, he said, that a cubic mile of hot rock, cooled down by 1,000 degrees Fahr., would yield as much heat as the burning of two hundred million tons of coal, and, if used at twenty per cent. efficiency, would maintain fifty million horse-power for one year. And this horse-power was only slightly less than the output of all the power stations even of America.

Only 33 Miles Down.

At a low estimate the heat stored in the earth's interior was at least thirty million times the heat available in the world's coal reserve. The problem of getting at that internal heat did not seem to trouble Mr. Hodgson unduly. He compared our present position to that of the Yorkshireman of the eighteenth century who got his coal from the surface. Heat bore holes would be put down four or five miles apart over most of the land areas of the globe.

Mr. Hodgson discussed two possible types of bore holes. One, he said, thirty-three miles deep and a foot in diameter, would be capable of a continuous yield of at least 1,500 B.T.U. per second, producing at twenty per cent. efficiency about 4,250 h.p. The capital cost of producing this continuous heat yield in the main steam pipe of a modern power station was approximately £200,000.

On the other hand, the cost of the high temperature heat bore hole would be £2,000,000, "when the technique of making such bore holes has been adequately worked out," although in volcanic areas the cost would compare favourably with any other method.



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Pres. Grant Tues. Nov. 22nd, 8 a.m.
Pres. Lincoln Tues. Dec. 6th, 8 a.m.

To MANILA

Pres. Taft Oct. 17th, 8 p.m.
Pres. Van Buren Oct. 25th, 8 a.m.
Pres. McKinley Oct. 25th, 6 p.m.

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S.S. "RAMSES" due here on or about the 17th Nov.
S.S. "ERMLAND" due here on or about the 23rd Dec.
S.S. "VOGTLAND" due here on or about the 7th Dec.
S.S. "ALBERT VOGELER" due here on or about the 21st Dec.

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Sailings for Europe via Manila, Singapore,
Colombo & Port Said:—

S.S. "EMIL KIRDORF" sailing from here on or about the 18th Oct.
S.S. "HESSEN" sailing from here on or about the 1st Nov.
S.S. "SCHEER" sailing from here on or about the 3rd Nov.
S.S. "SACHSEN" sailing from here on or about the 10th Nov.
S.S. "PREUSSEN" sailing from here on or about the 24th Nov.
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BIAS BAY PIRACIES.

CORRESPONDENCE WITH
CANTON GOVERNMENT.

THE CASE OF THE S.S.
"SOLVIKEN"

At the meeting of the Legislative Council today, H.E. The Governor's dispatch to the British Consul-General at Canton regarding the piracy of the S.S. *Solviken* was laid upon the table. The facts of the case are, of course, well known but the dispatch is interesting as showing that offer of friendly co-operation with Canton for the arrest of the pirates was again made. At that meeting was given that punitive measures would be taken in the case of any outrage on a British ship. The dispatch reads:—

SIR,—I have the honour to inform you that the S.S. *Solviken*, of 1,433 tons, registered at Bergen, and owned by the Norwegian firm of Messrs. Wallen & Co. left Hong Kong at 8 a.m. on 19th July for Saigon, with 500 tons of general cargo, 250 tons of bunker coal and 200 Asiatic deck passengers.

On 20th July, she was captured by pirates and forced to put back to Bias Bay where she arrived at 2 a.m. on 21st July. I attach for your information a police report on the facts, so far as they can be ascertained at present. It appears that the Master, Capt. R. Jentoft, was seriously wounded, while the 2nd Officer and the Wireless Operator have also been injured by revolver shots.

While it is clear that the pirates actually boarded the ship in Hong Kong (and as she is not subject to the piracy regulations and was proceeding to a port outside the danger zone this cannot be prevented), it is equally clear that the coup was engineered by the Bias Bay gang, since it was to that place the pirated ship was taken and it was there the plunder was landed.

I should be much obliged therefore if you would inform the Canton Government, and enquire of them if they are now prepared to accept the friendly co-operation of my Government in a combined operation which will once and for all root out this gang whose depredations are even more damaging to Chinese than to foreign interests.

Should this offer be refused, and should the Canton Government itself still fail to take the necessary punitive and precautionary measures in Bias Bay, I have the honour to request that you will repeat the warning that independent British ships must not sail without fail taken if the Bias Bay gang commit any further outrage on a British ship—I have, etc.

(Sd.) C. CLEMENTI,
Governor, etc.

Canton's Reply.

The facts were reported by the British Consul to the Canton Government and the following reply was received:—

SIR,—I have the honour to acknowledge your letter of the 25th July in regard to the Norwegian steamer *Solviken* being pirated which I passed on to the Military Authorities to attend to. A reply has been received stating that the brigands boarded the vessel at Hong Kong, Bias Bay being used for unshipping the booty. This will be seen to be sufficient proof that the pirates have an organisation in Hong Kong.

On 25th May I wrote requesting you to move the Governor of Hong Kong at once to abolish local pirate dens as a radical way of settling the matter, but I do not know whether or not this action has been taken.

With regard to exterminating the Bias Bay pirates this Ministry has already decided on a plan, which it is at the present moment anxious to carry out so that this matter need cause you no anxiety. It is requested that you will inform the Governor of Hong Kong of the above.

(Sd.) WU CH'AO SHU,
Minister for Foreign Affairs.

* It is stated that the Hong Kong Police have investigated certain information supplied by the Canton Authorities but so far no useful discoveries have rewarded their labours.

SEAMEN WHO MISSED THEIR BOATS.

SENT TO HOUSE OF
DETENTION.

William Morgan, a fireman, formerly on board the S.S. *Thetis*, which was under charter to the Admiralty, was charged at the Central Magistracy yesterday with being found in the Colony without employment or visible means of support.

Sergeant Elston said that the man got drunk and missed his boat. From investigations made it was found that defendant was a respectable seaman and was endeavouring to secure work in Manila.

The Magistrate made an order for defendant to be sent to the House of Detention.

Another fireman named Kane Brush, who had also missed his boat and was stranded, was committed to the House of Detention on a similar charge, pending arrangements being made to send him to San Francisco.

DRY ECZEMA FOR 7 MONTHS In Small Red Pimples. Healed by Cuticura.

"I had dry eczema for seven months. It broke out in small, red pimples on my arms and limbs, and used to itch and burn day and night. It was worse when I got warm at work. In about two weeks the eruptions would scale over and peel off, and then start again."

"I read an advertisement for Cuticura Soap and Ointment and sent for a free sample. I purchased more, and after using about five boxes of Cuticura Ointment, with the Cuticura Soap, I was healed." (Signed) J. W. Hodgkinson, 33 Floradale St., Arlington, Mass., Eng.

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"SUNNING" PIRACY RECALLED.

PRESENTATIONS TO BE MADE
AT SHANGHAI.

The subscribers to the fund have been notified that the "Sunning" Piracy Presentations will take place at the rooms of the Shanghai General Chamber of Commerce, 17, The Bund (4th floor), on Wednesday, October 19th, at 11 a.m. provided that Mr. Hurst, who was 2nd Officer of the *Sunning*, be then in Shanghai.

Members of the Association who have not subscribed towards the purchase of the mementoes are cordially invited to attend.

It is hoped that each company, being a member of the Association, will be represented by its senior and at least one other member of the staff.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, October 11th.

	Previous Day	On Date	On Date
	at 2 p.m.	6 a.m.	2 p.m.
Barometer...	29.85	29.94	29.95
Temperature...	83	75	75
Humidity...	87	96	86
Wind...			
Direction...	E	Calm	ESE
Force...	4	0	3
Weather...	0	ORLT	OD
Rain...	0.86	0.00	2.12

Highest open-air Temperature, 11th: 83

Lowest open-air Temperature, 12th: 73

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From October 13th to 19th, 1927.

	HIGH WATER	LOW WATER
Day of Week	Date of Month	Date of Month
Thur. 12	h. m. 10 44	h. m. 4 41
Fri. 14	h. m. 10 13	h. m. 5 52
Sat. 15	h. m. 11 19	h. m. 5 36
Sun. 16	h. m. 12 24	h. m. 6 27
Mon. 17	h. m. 1 01	h. m. 5 54
Tues. 18	h. m. 1 40	h. m. 5 24
Wed. 19	h. m. 2 18	h. m. 4 52

M. M. MESSAGERIES MARITIMES

LIGNES COMMERCIALES (Cargo Boats).

Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK.

S.S. "CAPT. FAURE" 1st week November.

S.S. "SI KIANG" due to arrive from DUNKIRK, LONDON, HAVRE about the 21st October.

SERVICES CONTRACTUELS (Mail Service).

Steamers.	Sailings from Marseilles.	Arr. at Hong Kong & Sailings for Shanghai and Japan.	Sailings from Hong Kong for Marseilles.
D'ARTAGNAN	22nd Sept.	25th Oct.	25th Oct.
GAL METZINGER	7th Oct.	28th Nov.	22nd Nov.
SPHINX	21st Oct.	28th Nov.	6th Dec.
PORTHOS	4th Nov.	7th Dec.	20th Dec.
PLECATOR			3rd Jan., 1928.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).

A Class 1st Class...£ 89. 0d. B Class 1st Class...£ 85. 0d.

2nd Class...£ 70. 0d. 3rd Class...£ 61. 0d.

Through Tickets to London and Leaving Town for Europe.

Accommodations reserved in the Transit at Marseilles.

For full Particulars, apply to: CIE. DES MESSAGERIES MARITIMES.

Telephone: Central 740 3, QUEEN'S BUILDING

CONSIGNATION—TRANSIT—REPRESENTATION.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Steamer "DIOMED"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be subject to the Consigner's risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Kowloon on and after 11th October.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godowns, and all Goods remaining undelivered after the 17th October, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st October, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD SWIRE, Agents.

11th October, 1927. [5415]

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "GENERAL METZINGER."

BRINGS CARGO FROM MARSEILLES, etc. Also Cargo from COGNAC to S.S. "ROLLOU."

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Transits and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Thursday, the 20th instant or they will not be recognised.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignee at 10 a.m. on Monday, the 17th October, 1927.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE, Agent.

Hong Kong, 11th Oct., 1927. [5413]

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

The Steamship "BENCLEUCH."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hong Kong, 10th Oct., 1927. [5411]

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "BOLTON CASTLE" Sails on or about 15th Oct.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME). TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE ... £72.10.0.

LONDON ... £80. 0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

From Hong Kong.

M.V. "ROMOLO" Sails on or about 13th Oct.

S.S. "VENEZIA" Sails on or about 10th Nov.

M.V. "REMO" Sails on or about 8th Dec.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

M.V. "ESQUILINO" Sails on or about 18th Oct.

M.V. "ROMOLO" Sails on or about 15th Nov.

S.S. "VENEZIA" Sails on or about 13th Dec.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI" Sails from Calcutta 2nd Nov.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to:—

DODWELL & CO., LIMITED.

Telephone: Central 1030. Agents.

JAVA THE WONDERLAND

SPEND YOUR SUMMER HOLIDAYS
IN JAVA.

BEAUTIFUL HILL RESORTS
GLORIOUS SCENERY.

Next Sailings from Hong Kong:—

S.S. "TJIBODAS" 13th Oct. to BATAVIA direct.

S.S. "TJISONDARI" 20th Oct. to BATAVIA direct.

Special Return Tickets Issued.

For full particulars regarding fares, hotels, motor trips, etc. Apply to—

JAVA-CHINA-JAPAN LIJN,

YORK BUILDING.

Telephone C. 1574.

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CHINA NAVIGATION COMPANY, LIMITED.

SWATOW & SHANGHAI "CHEYAN"	On 13th Oct.	8 a.m.
HONGKONG & SHANGHAI "TEAN"	On 14th Oct.	Noon
SHANGHAI & SINGAPORE "SUNNING"	On 14th Oct.	6 a.m.
HONGKONG & SINGAPORE "KWANGTUNG"	On 14th Oct.	Noon
AMOI, SWATOW & SINGAPORE "ANTUNG"	On 16th Oct.	8 a.m.
SWATOW, SHANGHAI, NEW CHANG & DALNY "YINGCHOW"	On 16th Oct.	8 a.m.
SWATOW & BANGKOK "KWANGCHOW"	On 16th Oct.	10 a.m.
ANTUNG, DALNY & NEWCHANG "NINGEAI"	On 16th Oct.	4 p.m.
AMOI, SHANGHAI & SINGAPORE "SOOCHOW"	On 16th Oct.	6 a.m.
NINGPO & SHANGHAI "LIANGCHOW"	On 16th Oct.	4 p.m.
SWATOW & SHANGHAI "LINAN"	On 16th Oct.	8 a.m.
SHANGHAI & SINGAPORE "SHANTUNG"	On 16th Oct.	6 a.m.
AMOI, SWATOW, SINGAPORE & BANGKOK "KINGYUAN"	On 23rd Oct.	6 a.m.
SWATOW & BANGKOK "KIANGSU"	On 23rd Oct.	6 a.m.
CHANG & DALNY "KANGHOW"	On 23rd Oct.	8 a.m.
AMOI, SHANGHAI & SINGAPORE "SUITANG"	On 23rd Oct.	6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN "KUEICHOW"	On 25th Oct.	4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN "HUICHOW"	On 25th Oct.	4 p.m.
AMOI, SWATOW & SINGAPORE "ANGSI"	On 26th Oct.	6 a.m.
SWATOW & BANGKOK "KANG"	On 26th Oct.	Noon

SALEON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To
\$80 SINGLE and \$90 RETURN.
For Freight and Passage apply to— BUTTERFIELD & SWIRE.
Telephone: CENTRAL 36.
CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTIE" & "TAIPING"
THIS NEW VESSEL MAINTAINS A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS
VIA MANILA AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australia, New Zealand and Tasmanian Ports.
Excellent & Most Up-to-date First & Second Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

STRASHER	Due Hong Kong on or about	Sailings from Hong Kong
CHANGTIE	In Port	18th October
TAIPING	8th November	15th November
CHANGTIE	8th December	18th December
TAIPING	7th January	14th January

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents.
Telephone: CENTRAL 36.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

S.S. "CITY OF EASTBOURNE" ... Via Suez Canal 8th November
S.S. "CITY OF WELLINGTON" ... Via Suez Canal 20th November
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to Change without Notice.

For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG
HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON

AND

NEW YORK

M.V. "CHINESE PRINCE" ... 13th October, 1927

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3155.

(Incorporated in Great Britain)

Telegrams: Furprince.

King's Building.

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WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE
Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poison—be it matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Degenerative Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, spasmodic, spasmodic cough, too often the precursor of consumption.

LIVE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD

For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.
English Price 3s. (either remedy). The VETARZO REMEDIES CO.,
Coral Oak, R.F.D., London, E.C.4. Unimpaired Dealers may try to
sell you something else for extra profit—do not accept it. Insist on
having VETARZO. The genuine has words "VETARZO REMEDIES"
a Government Stamp. Sold by LEADING CASH CHERMISTS.

Shipping News

Arrivals and Departures, etc.

ARRIVALS.

October 12th.
Oakridge, American str., 3,875 tons, Capt. G. F. Erber, from Portland, Ore. and Shanghai. The latter port she left on October 8th, with flour and general cargo, lying at buoy No. 427—Columbia Pacific S.S. Co.
October 12th.
Ilya, Swedish str., 2,603 tons, Capt. W. E. Hesson, from Dairen, which port she left on October 7th, with soya beans, lying at buoy No. 421—Gilman & Co.
Changie, British str., 3,378 tons, Capt. F. C. Gambrell, from Melbourne and port, with a general cargo, lying at buoy No. 425—B. & S.
Foehsing, British str., 1,423 tons, Capt. W. Allen Balch, from Shanghai, with 710 tons of general cargo, lying at West Point Wharf—Jardine, Matheson & Co.
Hui Hung, British str., 1,470 tons, Capt. E. Walker, from Swatow, with a general cargo, lying at Douglas Wharf—Douglas S.S. Co.
Hwai Ching, Chinese str., 1,633 tons, Capt. B. Schreiber, from Port Belton, lying at Stonecutters—Yuen Shing Fat.
Hydrangea, British str., 581 tons, Capt. T. H. Bale, from Swatow, with a general cargo, lying at Chiu On Wharf—Chiu On S.S. Co.
Kwang, British str., 1,555 tons, Capt. C. S. Labister, from Bangkok and Swatow, with rice and general cargo, lying at buoy No. 411—B. & S.
Sungshan Maru, Japanese str., 1,305 tons, Capt. G. Kawamura, from Canton, with a general cargo, lying at buoy No. C38—N.Y.K.
Sunning, British str., 1,570 tons, Capt. J. Tinson, from Shanghai and Swatow, with 500 tons of general cargo, lying at buoy No. 412—B. & S.
Van Heutz, Dutch motor ship, 2,748 tons, Capt. J. Groothoff, from Swatow, with a general cargo, lying at buoy No. 428—J.C.S.L.
Toba Maru, Japanese str., 4,233 tons, Capt. U. Aoki, from Hilo, with a general cargo, lying at buoy No. 43—N.Y.K.
October 12th.
Agra, for Singapore.
Cheam, for Swatow.
Dunard, for Shanghai.
Empress of Russia, for Manila.
Foehsing, for Canton.
Hui Hung, for Canton.
Hwai Ching, for Chinkiang.
Mikayo Maru, for Yawata.
Oakridge, for Manila.
Pomona, for Chingwangtao.
Sungshan Maru, for Swatow.
Sunning, for Canton.
Tab Hong, for Antau.
Tibulus, for Batavia.
Toba Maru, for Keelung.
Van Heutz, for Singapore.
Yoshiyuki Maru No. 3, for Calcutta.

DEPARTURES.

Per the Empress of Russia, on October 12th—Mr. and Mrs. C. Acker, Mrs. L. W. Adkins, Master L. W. Adkins, Master C. P. Archer, Lt. R. S. D. Armour, Mr. H. J. Armstrong, Mr. and Mrs. Van A. Bagley, Mr. and Mrs. B. Rich, Mr. A. Bonus, Capt. H. F. Bloxham, Lt. Comdr. W. D. Brown, Mr. T. G. Bennett, Mrs. Corista, Mr. G. C. Cuvillier, Mr. G. M. Chandler, Mr. P. G. Cheng Sao, Mr. Cheng Hou, Mr. C. C. Cruz, Mr. G. D. Cooper, Mr. Chan Sam, Mrs. Chua Tang She, Master G. Chua, Mr. J. Chua, Mr. T. Chua, Master G. Choy, Mr. and Mrs. S. C. Cobacha, Mr. C. Ching Yan, Mr. A. R. Cox, Mr. V. M. Davis, Mrs. C. Dogina, Mr. Dy Huang Chay, Mr. A. W. Hay Edie, Mr. R. B. Enojis, Capt. I. Erskine, Mr. E. Farrell, Mrs. E. Green, Mrs. A. S. K. Gunn, Mrs. C. E. Hoyt, Mr. P. Hashmat, Mr. F. H. Hyndman, Mr. E. M. Hyndman, Mr. A. C. Howell, Lt. J. W. M. Heald, Mr. Leslie G. Jephcott, Mrs. L. Ketcham, Lt. J. B. H. Kealey, Mr. C. J. Kellner, Mr. J. W. King, Lt. A. Keene, Mrs. E. C. Lake, Mr. M. Ligores, Sis. S. St. Jean de L'Encharistic, Mr. L. M. S. Lloyd, Mrs. F. Lunasin, Mrs. Lee Shee, Mrs. F. McNair, Miss L. McCall, Mr. J. P. McGregor, Mr. P. W. McCarthy, Mrs. W. H. Montenegro, Mr. R. Marasigan, Mrs. L. C. Moore, Mrs. R. B. McArthur, Mr. W. H. McIntyre, Mr. and Mrs. G. Merino, Miss R. Merino, Master G. Merino, Mr. R. S. Matti, Mrs. E. R. Montrose, Mr. J. E. L. Mackay, Mr. H. Nakamura, Mrs. J. Newsom, Mr. V. E. Nihalchand, Mr. L. Ogoris, Mrs. E. S. Perry, Mrs. A. E. Poole, Miss M. Poole, Mrs. L. I. Pace, Master Pace, Mrs. A. J. Peet, Mrs. V. J. Peterson, Mr. A. E. Prichard, Mrs. J. A. Queller, Master Queller, Mr. and Mrs. L. L. Roche, Master B. Roche, Miss Roche, Mr. J. Rabascall, Mr. A. I. Rudes, Mr. H. M. M. dos Remedios, Mrs. E. B. Rogers and infant, Mr. F. J. de Rome, Mrs. M. Savin, Mrs. J. Strekin, Mr. E. A. Sheelin, Mr. G. W. Sewell, Mrs. A. Simmons, Mr. H. R. Sturt, Mr. J. C. M. Smith, Mr. C. C. Stark, Mr. S. Takatomi, Mr. Tan Seng Hung, Mr. W. X. Tai, Mr. F. Verchus, Dr. P. R. Verosa, Mr. C. Walker, Mr. E. C. Wentzel, Lt. R. F. Wright, Mr. L. G. Xavier, Miss C. Xavier, Miss M. Xavier, Mr. Yabuki, Mr. Yang Shippo, Mr. N. F. Zahar.
Per A.M.L. liner President Jackson, on October 11th, for Manila—Miss K. Kane, Mrs. Cathia Delcarman, Master Arthur Delcarman, Mrs. K. Kane, Mr. R. R. Marsh, Mr. B. Danham, Mrs. P. C. Percival, Mrs. P. W. Downes, Mrs. S. B. Smith, Mr. Kwan Kook Wing, Mr. Loo Kit Sang, Mr. Loo Shee Pak, Mr. Chan Kong Yen, Mr. Chan Loy Tong, Mr. Chan Hock Sing, Mrs. D. M. Hitchcock, Sister Mary Dolores, Sister Mary Patricia, Mr. E. E. Elser, Mrs. F. Ivahoe, Miss Virginia, Mr. Claire Griswold, Miss Helen Cup, Mrs. E. H. Harrison, Mr. E. H. Trice, Mr. J. Legaretta Arteche, Mr. Y. Ugalle Echeverria, Mr. Georges M. Bardelet, Mr. Ho An To, Mr. Lim Seng, Mr. Chan Sam, Mr. Ramon Santos, Mrs. A. Z. Gresp, Mrs. G. Annand, Mr. A. T. Simmie, Miss G. Simmie, Mr. Nakamura, Mr. Kinzo Ando, Mr. Kong Fai Sai, Mr. and Mrs. Y. Imamura, Mr. A. Del Rosario, Mrs. J. S. Weddington, Mrs. Harvey McCormack, and Mrs. F. S. Culp.

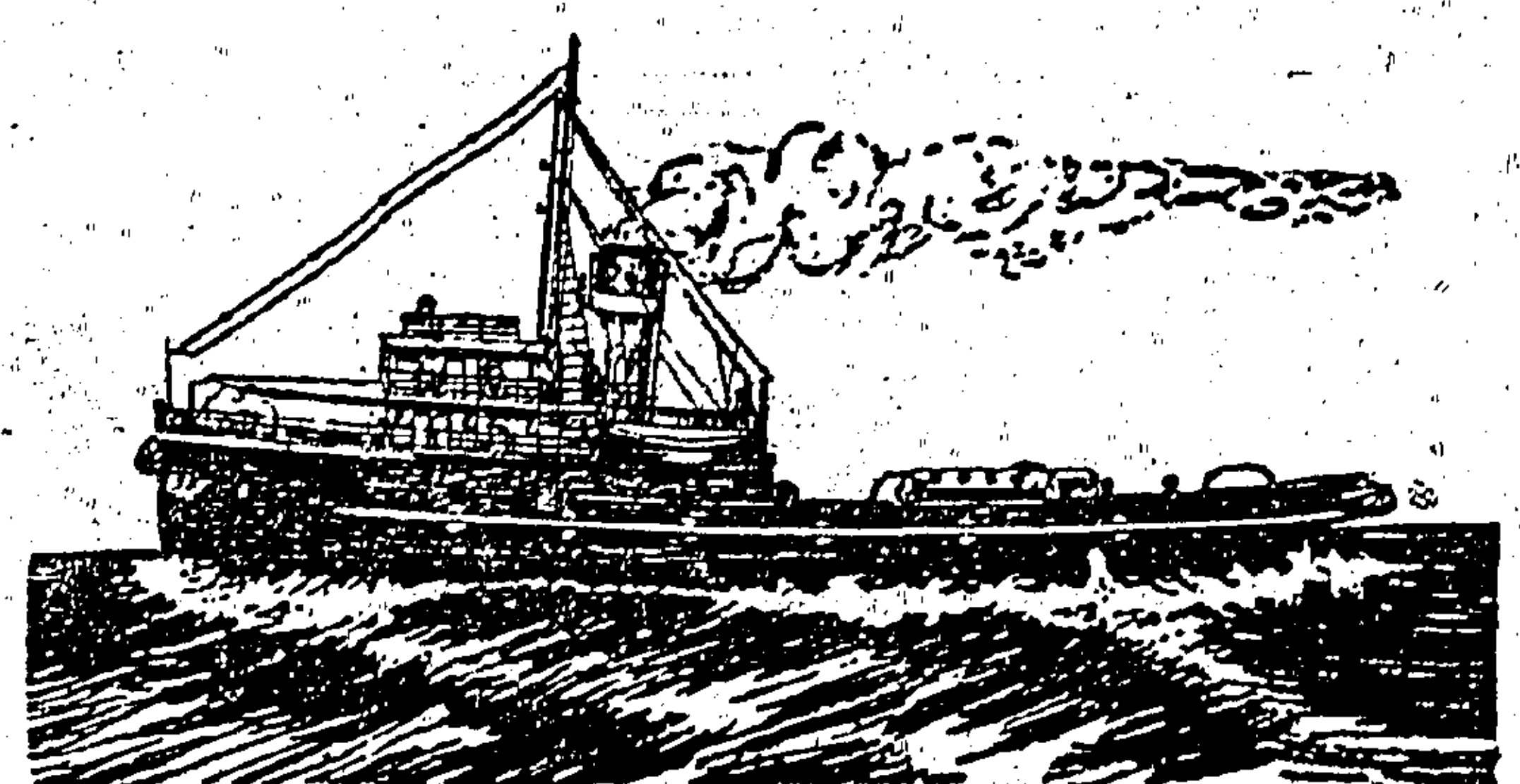
PASSENGERS.

Per s.s. Changie, from Australian ports on October 12th—Mr. A. McKirdy, Madame P. Klatchko, Miss L. Guilford, Mr. and Mrs. G. S. Archbutt, Miss H. Barker, Mrs. N. Adair, Miss E. Adair, Mr. C. D. Robertson, Mr. K. Felsmann, Mrs. B. G. Quick, Miss J. P. Huggett, Mr. E. Stuhlmecher, Mr. and Mrs. J. P. Wilson, and infant, Mr. H. H. Lightford, Rev. Father Wm. A. Fletcher, Mr. and Mrs. G. W. Shepherd, Mrs. B. A. Bailey, Capt. J. P. Somerville, Mr. J. Fullbrook, Mr. and Mrs. A. G. Rackley.

The HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.
CODES USED: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service. 1921. Length 163' B.P., Breadth 34' (m), Depth 17' (m), L.H.P. 2,000. Fitted with electrically driven reversible and centrifugal pumps, air compressor, wireless, searchlight and a modern appliances for Salvage Works.

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.L.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"YATSHING" "FOOSHING" "HOPSANG" "CHAKSANG"	Sun., 18th Oct., at 7 a.m. Wed., 18th Oct., at 7 a.m. Sun., 23rd Oct., at 7 a.m. Wed., 26th Oct., at 7 a.m.
TIENTSIN (DIRECT)	"CHEONGSHING"	Thurs., 20th Oct., at 5 p.m.
OSAKA via AMOI, SHAL, YOKOHAMA, MOJI & KOBE	"KUMSANG"	Satur., 15th Oct., at 7 a.m.
KOBE via AMOI & MOJI	"FOOKSANG"	Wed., 19th Oct., at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"KUTSANG" "NAMSANG"	Sun., 23rd Oct., at 7 a.m. Thurs., 27th Oct., at 7 a.m.
ANTON	"FOOSHING" "CHEONGSHING"	Thurs., 19th Oct., at 7 a.m. Sun., 18th Oct., at 9 a.m.
STRAITS & CALCUTTA	"HOSANG"	Thurs., 20th Oct., at 3 p.m.
SANDAKAN	"MAUSANG"	Fri., 25th Oct., at 3 p.m.

For Freight or Passage, apply to—

JARDINE MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £32.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENLUOR" ... (via Oran) R.M. 22nd October
Steamship "GARMARTHENSHIRE" ... (via Oran) 2nd November
Motor Vessel "GLENARA" ... (via Oran) 30th November
Steamship "GARNARVONSHIRE" ... (via Oran) 23rd December

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENARA" ... Due Hong Kong
Motor Vessel "GLENSHIRE" ... 19th October
Steamship "GARNARVONSHIRE" ... 27th October
Steamship "PEMBROKESHIRE" ... 12th November
Steamship "GLENIFFER" ... 29th November
Steamship "GLENIFFER" ... 8th December

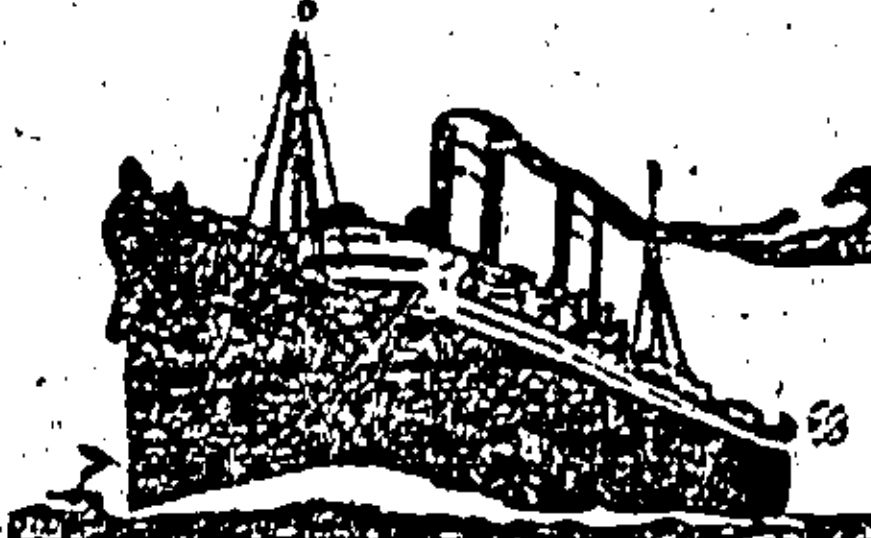
For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

NORDDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER AND FREIGHT SERVICE.



Cabin class:
£73. 4s. Od.
Intermediate class:
£48. 2s. Od.
To GENOA.

NEXT SAILINGS:

Regular Fast Four-weekly Passenger-Service. (Also taking cargo.)

ACCOMMODATION FOR 100	ARRIVAL AT HONG KONG	ARRIVAL FROM SHANGHAI
"CARN CLANS AND 150	AND SAILINGS FOR	HAI SAILINGS FOR
INTERMEDIATE CLASS	SHANGHAI AND	GENOA, AMSTER-
PASSENGERS.	TAKU (TIENTSIN)	DAM, ROTTER-
		DAM & HAMBURG.
S.S. "COBLENZ" ...	24th Oct., 1927.	22nd Oct., 1927.
S.S. "FRIED" ...	21st Nov., 1927.	18th Nov., 1927.
S.S. "DEFFLINGER" ...	19th Dec., 1927.	17th Dec., 1927.

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING:
S.S. "SCHLESSEN" ... on or about 10th November, 1927

NEXT ARRIVALS FROM EUROPE:
S.S. "AACHEN" ... on or about 16th October, 1927
S.S. "DESSAU" ... on or about 10th November, 1927.

Will Call at Marseilles besides the usual ports.

For Freight, Passage and further Particulars, please apply to—

MELCHERS & CO.

Telephone: C. 4557.
4, Queen's Building, Chester Road.

HONG KONG. [20]

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

SWATOW, AMOI & FOCHOW AND RETURN

HAIHONG	Friday,	the 14th October,	at 1 p.m.
HAINING	Tuesday,	the 18th October,	at 2 p.m.
HAIYANG	Friday,	the 21st October,	at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blako Pier) Round Trip Tickets will be issued from Hong Kong to Fochow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port. For Freight and Passage apply to—

DOUGLAS LARPAK & CO.

General Managers.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA AND VANCOUVER

STEAMERS	H. Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF RUSSIA	Oct. 23	Oct. 25	Nov. 1	Nov. 4	Nov. 13
EMPERESS OF ASIA	Nov. 13	Nov. 15	Nov. 22	Nov. 25	Dec. 4
EMPERESS OF CANADA	Dec. 4	Dec. 7	Dec. 10	Dec. 13	Dec. 25
EMPERESS OF RUSSIA	Jan. 4	Jan. 7	Jan. 10	Jan. 13	Jan. 22
EMPERESS OF ASIA	Jan. 22	Jan. 25	Jan. 28	Jan. 31	Feb. 13
EMPERESS OF CANADA	Feb. 13	Feb. 15	Feb. 18	Feb. 21	Feb. 28
EMPERESS OF RUSSIA	Mar. 7	Mar. 10	Mar. 13	Mar. 16	Mar. 25
EMPERESS OF ASIA	Mar. 25	Mar. 28	Mar. 31	Apr. 3	Apr. 15

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Oct. 12	Oct. 14	EMPERESS OF RUSSIA	Oct. 22
Nov. 1	Nov. 3	EMPERESS OF ASIA	Nov. 12

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TAIYO MARU	Tuesday, 18th Oct.
TENYO MARU	Monday, 31st Oct.
KOREA MARU	Sunday, 13th Nov.

LONDON via Singapore, Suez, Marseilles & Ports.

KASHIMA MARU	Saturday, 23rd Oct.
BAKONE MARU	Saturday, 5th Nov.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU	Wednesday, 19th Oct.
MISHIMA MARU	Wednesday, 23rd Nov.

BOMBAY via Singapore, Penang & Colombo.

TAMBA MARU	Tuesday, 18th Oct.
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SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

BUKUYO MARU	Wednesday, 16th Nov.
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SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KANAGAWA MARU	Friday, 14th Oct.
NEW YORK and/or BOSTON via PANAMA.	
LISBON MARU	Tuesday, 25th Oct.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

LIMA MARU	Thursday, 20th Oct.
OLUTIA via Singapore, Penang & Rangoon.	
CYLON MARU	Tuesday, 18th Oct.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU	Friday, 21st Oct.
SHANGHAI, KOBE & YOKOHAMA.	
YAMAGATA MARU (Vojit direct)	Thursday, 13th Oct.

MOROHAN MARU (Kobe direct) Sunday, 16th Oct.

FUSHIMI MARU	Monday, 17th Oct.
HAKOZAKI MARU	Monday, 31st Oct.

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ARRIVALS FROM EUROPE:

"OLDEKERK"	17th October.
"GEMMA"	18th November.
"ZOSMA"	18th December.

SAILINGS FOR EUROPE:

"MADOERA"	30th October.
"OLDEKERK"	28th November.
"GEMMA"	25th December.

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Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL AND THROUGH CARGOES DOWN.

TWO EMPTY SHIPS.

With only nine vessels arriving here during the 24 hours ended at 9 a.m. yesterday, out of which, two steamers were in ballast, the freight returns showed a very poor entry of merchandise for the Colony and also for ports beyond.

There were only 3,315 tons of freights entered. These were contributed by seven ships; none of which carried a four-figure tonnage. Two British bottoms were responsible for 1,746 tons, the R.M.S. *Empress of Russia* being the heaviest contributor with 868 tons of merchandise. She came in from Vancouver and Shanghai.

Through freights, although carried by the same number of steamers, showed a better return; there being no less than 9,068 tons manifested. Two British vessels were responsible for 1,375 tons. The best carrier was the M.M. liner *General Metzing*, from Marseilles and Saigon, with 3,587 tons.

The arrivals and departures during the period under review were the following:—

	Arr.	Dep.
British	3	5
American	1	2
French	3	3
Chinese	2	4
Japanese	0	2
Dutch	0	1
Norwegian	0	1
	9	16

The Carriers.

S.S. *Empress of Russia* (British) from Vancouver and Shanghai, 868 tons general for Hong Kong and 643 tons for other ports.

S.S. *Lai Sang* (British) from Kobe and Amoy, 880 tons general for Hong Kong and 733 tons for other ports.

S.S. *Oakridge* (American) from Portland, Ore., and Shanghai, 700 tons general for Hong Kong and 1,000 tons for other ports.

S.S. *Angers* (French) from Yokohama and Shanghai, 60 tons vegetables for Hong Kong and 790 tons general for other ports.

S.S. *General Metzing* (French) from Marseilles and Saigon, 3,587 tons general for Hong Kong and 3,587 tons for other ports.

S.S. *Duclos Pierre Benoit* (French) from Shanghai, 28 tons general for Hong Kong and 1,013 tons for other ports.

S.S. *Hsin Foo Sing* (Chinese) from Keelung, 700 tons coal for Hong Kong and 1,200 tons for other ports.

DAILY WATERFRONT NEWS.

A HARBOUR TRAGEDY.

HOME MAILS TODAY AND TO-MORROW.

[BY LONGSHOREMAN.]

Died At Sea.

The a.s. *Kwingsu* arriving here yesterday from Bangkok and Swatow reported the death of one Chinese passenger from beri-beri. The body was buried at sea.

From Australia.

The a.s. *Changite* arrived from Australia and ports yesterday, bringing 18 first-class passengers, and seven second-class passengers. There were also on board 35 Chinese second-class passengers, and 138 steerage passengers.

In Dry Dock.

The *Tai Lee*, a river steamer on the Hong-Kongmoon run is expected to resume running, after docking, toward the end of this week.

Home Mails.

There is an Home mail due to-day and to-morrow. The P. & O. s.s. *Macedonia* is expected in port early this morning with the Home mail via Suez, letters and papers being dated London, September 15th, and parcels a week earlier. Mail from Europe via Siberia is due on the *Makura* to-morrow. Outward Home mail this week-end goes by the *Macedonia* via Suez to-day, closing at 5 p.m., and on Saturday via Marseilles by the *Malwa*, closing at 10.30 a.m.

Launch Rammaged Against Buoy.

The stormy weather of yesterday was responsible for another accident in the harbour when the steam launch *Tong Choy* rammed a buoy, springing a serious leak which made the vessel waterlogged. It appeared from the report of the coxswain, Ping Chung, that he was taking the launch over to Hong Kong from Yau-mai at about 8.15 a.m., and when at the Central Fairway, his craft came in contact with No. 3 buoy. He had only been in charge of the *Tong Choy* for three days, taking the place of her regular coxswain who is away on leave.

It was raining very hard at the time and the weather was hazy. The buoy was unlighted and the coxswain said that he had no idea that it was in that location, as he was heading straight for the O.S.K. wharf.

The *Tong Choy's* caulking on the starboard beam was badly crushed and water began to come in at once. The coxswain tried to take her back to Yau-mai and to beach her there, but before he had gone very far, he found that the vessel was almost sinking. He had, therefore, to rush her to the wharf inside the Naval Camber at Keelung. There the vessel was made fast to the wharf and every effort to prevent her from sinking proved unavailing. The *Tong Choy* went down and work was proceeding yesterday to refloat her.

Chinese Deck Passengers.

The total number of Chinese deck passengers entering the Colony during the 24 hours ended at 9 a.m. yesterday was 674.

Junk Capsized.

A tragic scene was witnessed at the Harbour yesterday morning when a fully laden junk capsized just off the Canton and Macao Steamboat Company's wharf, the mishap causing the death of two members of the crew, a child and an old woman.

The junk was well laden with about 1,000 bags of flour, and was sailing with sails filled. She swerved and a sudden gust of wind capsized her. The occupants at the time were sheltering under an awning, and were caught in a trap.

Fortunately a harbour launch happened to pass by with Junk Inspector Rocha on board. He immediately went to the assistance of the wreck, and with much difficulty, succeeded in rescuing seven members of the crew. The body of the mistress, an old woman, was also picked up. Artificial respiration was performed outside the Harbour Office but life was found to be extinct.

Hydraulic Gangway At Vancouver. Fully 2,000 people were present to see the new self-operating two-road hydraulic gangway at work for the first time. It is the first of its kind in North America and was being used to embark passengers for the *Empress of Russia* sailing on July 21st for the Orient. The gangway, which weighs over four tons, loads passengers on the top deck of the "Empress" ships from the verandahs of the pier, thus allowing ample space for cargo and automobile traffic on the pier underneath. It operates on a pivot and, when not in use, is placed, by means of an electric crane, on a special ledge provided for it above the roof of the pier. The gangway was invented by the Sydney E. Jenkins Co., who built the pier, and is so made that it expands or contracts according to the state of the tide.—*Canadian Pacific.*

WARSHIPS IN PORT.

Warships and auxiliaries in port yesterday were:—South Wall Basin, *Thracian* and *Sepoy*; East Wall Basin, *Tarantula*; North Arm, *Danae* and *Kharaki*; West Wall Dock, *Durban*; In Dock S/Ms. *L. 1, L. 15, L. 19 and L. 33*; Taikeo Dock, *Peterel* and *Tern*; No. 6 Buoy, *Frühlicher*; No. 8 Buoy, *Ambrise* and S/Ms. *No. 12 Buoy, Bluebell*; No. 18 Buoy, *Ruthenia*; No. 19 Buoy, *Magnolia*; No. 20 Buoy, *Perth*. *Brace, Stormcloud and Forplore*, due to arrive Hong Kong yesterday afternoon.

Foreign Men of War:—U.S.S. *Helena, Asherlie and Pecos*; French, *Vigilante*.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Malwa* left Shanghai for this port on the 11th inst. at 3 p.m., with the mails, and is due here to-morrow morning.

The B.I. s.s. *Takliwa* will leave for Singapore, Penang, Rangoon and Calcutta at 2.30 p.m. on Saturday, October 15th.

The B.I. s.s. *Santhia* will leave for Amoy, Shanghai, Moji, Kobe and Osaka at 8 a.m. on Saturday, October 15th.

The R.M.S. *Empress of Canada* arrived at Kobe on Tuesday at 5.30 p.m., left there yesterday at 10 a.m., and is due at Yokohama to-day (Thursday) at 2 p.m.

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BOSTON, NEW YORK & BALTIMORE

S.S. "CITY OF EASTBOURNE" ... via Suez Canal ... 6th November

S.S. "CITY OF WELLINGTON" ... via Suez Canal ... 30th November

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M.V. "FORREBANK" ... via Suez Canal ... 27th November

MAURITIUS & SOUTH AFRICA

S.S. "TINHON" ... From Hong Kong ... 10th November.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

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(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"MALWA"	10,985	15th Oct., Noon	Marseilles and London.
"NAUPORE"	5,233	20th Oct.	Straits, Colombo, Marseilles, Casablanca & London.
"KASHMIR"	4,985	29th Oct.	Marseilles, London, Antwerp & Hull.
"LAHORE"	5,233	5th Nov.	Marseilles and London.
"MACEDONIA"	11,120	12th Nov.	Marseilles and London.
"MONGOLIA"	16,504	28th Nov.	do.
"MANTUA"	10,946	10th Dec.	do.
"KASHGAR"	9,005	24th Dec.	Marseilles, London & Antwerp.
"MOREA"	10,953	7th Jan., 1928	Marseilles and London.
"DEVANHA"	8,155	21st Jan.	Marseilles, London and Antwerp.
"MALWA"	10,985	4th Feb.	Marseilles and London.
"KHYBER"	9,114	18th Feb.	Marseilles, London and Antwerp.
"MACEDONIA"	11,120	3rd Mar.	Marseilles and London.
"KHYBER"	9,114	10th Mar.	Marseilles, London and Antwerp.
"KASHMIR"	4,985	17th Mar.	Marseilles, London and Antwerp.
"MANTUA"	10,946	31st Mar.	Marseilles and London.
"KALYAN"	9,144	7th April	Marseilles, London and Antwerp.
"MONGOLIA"	16,504	14th April	Marseilles and London.
"MOREA"	10,953	28th April	do.
"KASHGAR"	9,005	12th May	Marseilles, London and Antwerp.

† Passengers to Singapore only.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TAKLIWA"	7,936	16th Oct.	2.30 p.m.	Singapore, Penang and Calcutta
"SANTHIA"	7,751	5th Nov.		do.

* Calls Rangoon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ARAFURA"	6,000	28th Oct.		Manila, Sandakan, Thursday
"TANDA"	6,956	2nd Dec.		Island, Townsville, Brisbane
"ST. ALBANS"	4,900	30th Dec.		Sydney and Melbourne.
"ARAFURA"	6,000	27th Jan., 1928		
"TANDA"	6,956	2nd Mar.		

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Oahu, Honolulu, Tawee, Timor, Durbin, or other ports en route as inducement.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"MACEDONIA"	11,120	14th Oct., 8 a.m.	Shanghai, Moji, Kobe & Yokohama.
"SANTHIA"	7,751	15th Oct., 8 a.m.	Amoy, Shanghai, Moji, Kobe & Osaka.
"DELTA"	6,097	15th Oct.	Moji and Kobe.
"JEYPORE"	5,313	25th Oct.	Shanghai, Moji, Kobe & Yokohama.
"MONGOLIA"	16,504	29th Oct.	Shanghai and Kobe.
"TANDA"	6,956	8th Nov.	Moji, Kobe, Osaka & Yokohama.
"MANTUA"	10,946	13th Nov.	Shanghai, Moji, Kobe & Yokohama.
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